and Menter the Market of the construct. By actual settlers, your lands can be brought in lines, the MERICAN RAILROAD JOU

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXXIII., No. 39.)

SATURDAY, SEPTEMBER 29, 1877.

[WHOLE No. 2,162, VOL. L.

Par who were to Buildings on the ball

MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, September 29, 1877.

Uniform Size of Shafting in Mills and Manufactories.

Those of our readers who have visited the extensive mills at Cohoes, Lowell, Lawrence, Manchester, and other large manufactories four and five stories in height, will remember the enormous amount of shafting and belting and the great number of pulleys on every floor. Beginning in the basement or lower story there are to be found spur and bevel gearing, pulleys of large diameter and wide face, shafts of great size and strength, hangers and brackets-all of the heaviest and strongest description. As ascent is made to the upper floors, these are found to diminish in size and strength until, on the uppermost floor, there are only shafting and pulleys of the lightest kind. This is undoubtedly a general practice and considered to be founded on right principles-the heaviest machinery at the base and the lighter not an old fogy at any rate, but three-fourths structing a second track on the present line and

of this practice? That there are objections to it no mill-owner will deny-objections not to the present custom in the disposition of machinery but in having so many sizes of shafting and pulleys and brackets throughout the entire building. If a pulley has to be changed the new pulley must be bored and fitted accurately to a particular shaft; the old one will not fit any other unless rebored or rebushed-and it is only under certain circumstances that mechanics want to do either. Then, again, various sizes of shafting bring with them different sizes of journals and bearings and styles of hangers. In some buildings four stories high we find not less than four different sizes of shafting; a great number of pulleys bored four different sizes; hangers and brackets of four different patterns. In short, each floor has its special sizes of shafting, pulleys, hangers and brackets, its own peculiar shifting gear and appliances. Now this is a time-honored custom, and we are prepared to find it generally followed for some time to come; but we heard an engineer state a few days ago that if he were to build another mill, he would have one size of shafting only, the larger size, on all the floors, and then all pulleys could be bored to the same diameter and would be interchangeable; all hangers-and brackets would be interchangeable, and all bearings (which should swivel and also be adjustable,) would be uniform in size and character. "If a break occurred," said he, "how quickly repaired; if a change of pulley was desired, how easily effected; if a bearing was worn out, how readily replaced." One standard size of shafting, one size of brackets, one size of hanger, and bearings all of the same diameter.

So different is this arrangement to the present one that the new departure would raise a considerable amount of discussion among engineers as to its economy and feasibility; but we are inclined to think that the gentleman is

kinds at top. What are, however, the results if not altogether right, and certainly in advance of the times. Ann H rayous H add driv to

New York Elevated Railroad.

At a meeting of the Board of Directors of the New York Elevated Railroad Company, held at their office, No. 7 Broadway, on the 21st inst., the following opinion of David Dudley Field relative to the recent decision of the Court of Appeals was read :

No. 4 PINE ST., NEW YORK, Sept. 19, 1877.

GENTLEMEN—The Court of Appeals decided yesterday the case pending before it involving the constitutionality of the Rapid Transit act and the right of your company to complete the lines and make the connections referred to in the order of the Supreme Court, from which the appeal was taken. This decision removes every obstacle to the construction, equipment and operation of your railway on all the lines thus referred to, with the exception of an injunction in the suit of Patton, restraining the construction of a track over the curb next to the Pacific Hotel in Greenwich street, and an injunction in the suit of Story, restraining the construction of the track in Front street, near Whitehall. These injunctions I hope now to see speedily dissolved. But in the meantime they do not interfere with the construction of the tracks speedily dissolved. in any other places, so that on the east side, starting one block east of Whitehall street, there may be forthwith constructed to the East River ferries; Brooklyn Bridge, the Grand Central station and the Harlem River, and on the west side, except that for the present there can be only a single track in front of the Pacific Hotel, a second track may be forthwith constructed from Whitehall atreet to Sixty-first, and thence a double track through the island. Very truly yours. DAVID DUDLEY FIELD.

To the President and Directors of the New York Elevated Railroad Company.

The following resolutions, relative to a change of management and the extensions of the company's road, were adopted :

Resolved, That Colonel W. T. Pelton, be elected director of this company, in place of Peter Cooper, resigned.

Resolved, That Colonel W. T. Pelton be and is hereby elected vice president of this company, in place of Milton Courtright, resigned.

Resolved, That Colonel W. T. Pelton be and is hereby elected a member of the Executive Committee of this Board, in place of Milton Courtright, resigned.

Resolved, That proposals be invited for con-

extension to Eighty-first street; also for construct- by actual settlers, your lands can be brought ining a double track from Whitehall street to Sixtyfirst street and the various lines connecting with depots and ferries.

Colonel Pelton has been invited to take an executive position in the company, with a view to pushing forward the extension of the present line, and to completing a double track road from the South ferry to the Grand Central Depot and Central Park, on the east side, as early as possible. He will enter at once upon the active management of the existing road from the South ferry to Fif ty-ninth street. Mr. Courtright will continue to be the chief engineer of the company.

Harrisburg and Potomac Railroad.

Some business men from Cumberland county. Pa., who were in Baltimore yesterday, state that a meeting was held last week between Col. Ahl, of the Harrisburg and Potomac Railroad, and Boston capitalists, in reference to the proposed new railroad route from New Cumberland, a little be-low Harrisburg, to Baltimore by connection with the Harrisburg and Potomac, the Hanover and Gettysburg and the Western Maryland Railroads. They state that negotiations are about being con cluded to build a bridge at New Cumberland to connect with the Philadelphia and Reading Rail-road; to build the link from Dillsburg to Berlin to connect with the Hanover Railroad; and to ex-tend the Harrisburg and Potomac Railroad to the Western Maryland Railroad at Smithsburg via the Mt. Alto Road. A survey of the route shows the distance from Shippensburg to Philadelphia via Baltimore by the Western Maryland Railroad is but three miles longer than from Shippensburg to Philadelphia via the Cumberland Valley and Pennsylvania Railroads. The agreement with the Mt. Alto Road will be concluded this week. The bridge will be of iron, three quarters of a mile long, Coal and freight from the Reading Road could be shipped to Baltimore without change of cars,-Balt. Sun, Sept. 24.

Texas and Pacific Railway.

We gave last week an abstract of the report of this company for the fiscal year ending May 31, 1877, including the income account and general balance sheet. The following, from the same report, relates to the land department of the road :

Under grants from the State of Texas, your company has become entitled, by the construction of 4041326 miles of its road, and from other sources, to 4,816,545.89 acres of land, which amount will probably be increased by 211½ sections, 135,360 acres of land, title to which it is be lieved will ultimately vest in your company without additional cost, thus making the total quantity of land owned by the company 4,951,905.89

Of these lands 3,148,756.39 acres have been already located, leaving 1,667,789 acres still to be located, your company having a preference of location within its reservation until 1880.

Your company has acquired title to all the agricultural and timber lands within its reservation east of the Pecos river, so that these 1,667,789 acres will probably be located between the Pecos river and the Rio Grande.

The greater portion of the company's lands lie west of the 100th meridian, there being but 341,-874 acres east from that point, and only 86,667 acres along the line of its completed road east of

Parker county belonging to the company.

It is probable that until our line is extended, no considerable sales of lands can be made, except in exchange for land grant bonds, for the reason that in many of the organized countless there are school, asylum, university, and other lands belonging to the State or to counties, in the market at \$1 50 per acre on ten years' time, prices and terms with which your company do not pro-

to market, and will undoubtedly bring much better prices.

As many exaggerated statements have been made as to the quantity of land within the company's reservation in Texas, it seems proper to state what the records of the Texas land office show to have been the acreage of public domain, that was subject to location within the reservation at the date of the grant,

As near as can be ascertained, there were but 15,482,160 acres of vacant land within the limits of the reservation granted to this company by the act of May 2d, 1873, of which one-half were set apart for the school fund, leaving 7,741,080 acres that it was possible for the company to acquire.

A survey has been made of all lands within the reservation east of the Pecos river, and 2.798,360 acres have been located by your company, and 1,539,840 acres rejected; and this exhausts all the lands held as a part of the public domain, east of the Pecos river.

West of the Pecos, there remain 6,805,760 acres of unsurveyed public domain, of which the company can acquire 3,402,880 acres; but from the best information that can be obtained, only a portion of this acreage is valuable for agricultural purposes or for timber-not more than enough to absorb the 2,600 certificates that our company has to locate within the limits of the reservation. There are considerable bodies of mineral lands within the reservation, but it is neither for the interest of the State, nor the company, that such lands should be owned by corporations, but that they should be left free for parties prospecting for minerals to locate and develop.

The expenditures of the land department have

been as follows: Fiscal Year, ending May Total since 31st, 1877. organization. Cost of certificates, patent fees, and other expenditures at and incidental to the State Land Office..... \$7,311 62 \$46,185 83 General expenses, including salaries, clerk hire, stationery, preparing maps, etc...... 28,277 79 187,244 85

Total expenditures .. \$35,589 41 \$233,430 68 No sales of the granted lands of the company have been made during the year, but the following statement shows the receipts and collections during the year from the sale of donated and purchased lends and town lots :

Cash. Bills re- Total. ceivable.

Receipts from sales during fiscal year ending.

May 31st, 1877 \$12,716 \$3,224 \$15,940 Collections of deferred payments, account of les made previous to

May 31st, 1876 1,325 872 2,197

Total \$14,041 \$4,096 \$18,137 Immigration into the State during the past year has been very large—larger than ever before in its history, and the indications are that it will be greater the coming season. With a view of directing immigration to the counties through which your lines are located, carefully prepared county maps and circulars have been printed for distri-bution, giving the precise location of the compa-ny's lands, and of the state, school asylum, university, and county lands, and the manner of ac-quiring them, and it is believed that this method of advertising will bring on to your line many immigrants during the coming year.

There can be no reasonable doubt but that a very extensive coal district is traversed by the line of your road, extending through Parker, Palo Pinto, Stevens, and into Shackleford counties,

ness, showing outcrops on the different streams running into the clear fork of the Brazos. coal indications are shown in so many places that it gives no special additional value to any particular piece of land, either in the counties named, or in the tiers of counties on the north and south of them. The surface indications, and the re of State geologists, indicate that the coal field extends through Young, Throckmorton, and Haskell counties north of your line, and Eastland, Callahan, and Taylor counties south. So soon as the road is extended through that section of country, it is believed that an ample supply of coal will be found, sufficient to furpish cheap fuel until it shall reach the coal fields in New Mexico, and will also, in time, furnish a very considerable traffic for the road.

From the center of Parker county, west to the Colorado river, there is a good quality of lime and sandstone, easily worked, and so generally dis-tributed that the lack of building material will not be felt. The stone is generally easily quarried, breaks in very good shape, and requires nothing but the ordinary stone hammer to dress it and put it in shape for the building of ordinary walls.

South Carolina Railroad.

The earnings of this road for the years ending December 31, 1875 and 1876, were as follows:

	Manual And Judge 1	10/0.	00	10/0.	-
	passengers				
66	freight	981,905	44	907,506	37
	mails		10	18,176	10
		1 229 302	84	\$1.126,487	04

Expenses, viz: Conducting transp....\$260,609 97 \$220,702 25 Motive power..... 199 730 59 Maintenance of way .. 208,041 36 159.181 02 199 730 59 167,948 93 64,434 80 Maintenance of cars... 66.858 73 General expenses. 45,487 24 35 485 64

> \$780,727 89 \$647,752 64

Net earnings. . . . \$448,574 95 \$478,684 40 Compared with 1875, the gross earnings show a decrease of \$102,865 80, equal to 8.37 per cent; the expenses a decrease of \$132 975 25, equal to 17.03 per cent; and the net earnings an increase of \$30,109 45, equal to 6,71 per cent. The ratio of expenses to earnings in 1875 was 63.51 per cent; in 1876 it as 57.51 per cent.

The number of passengers carried during the year was 119,326, of whom 64,245 were 1st class, and 55.081 2d class.

The tonnage movement of the year has been as follows: moved east, 151,699 tons: moved west, 100,931 tons-total, 252,630 tons, against 261,680 tons in 1875, a decrease of 9,050 tons. The average receipt from freight per ton was \$3 59; last year it was \$3 75. The average cost of moving same per ton was \$1 92; last year it was \$2 24. The increase in tonnage eastward was 13,207; while the tonnage westward decreased 22.257. The receipts from freight moved east were \$551,-618 61; do. west, \$355,887 76-an increase in the former of \$29,310 52; and a decrease in the latter of \$103,709 59, or a total decrease of \$74,399 07. The decrease in passenger business was \$28,-466 73. The President in his report says:

In reviewing the business of the year with a view to trace the bearing of its results upon the future of the company, we find nothing which should cause us to abate in any wise the confident tone of our previous reports. It is true our freight earnings have declined the considerable sum of \$74,399 07; but when, upon examination, we learn that, in addition to the general causes so well understood, the road's business has been subpose to compete. So soon as the better portion parties recently prospecting that section report jected, for eight months, to a war of rates of the of such lands are occupied, as they soon will be a vein of good coal exceeding four feet in thickrather to avoid a business at rates not equal to During the year 1876, 1,352 tons new iron rails, the cost of service than to court it, there is no 100 tons steel rails, 63,750 pounds spike and 57 proper cause of discouragement.

proper cause of discouragement.

The passenger earnings, it is seen, have declined \$28,466 73. This branch of our business has become so strictly local, by reason of the diversion to shorter and more direct lines of the through travel, which was once so large a portion of it, and, therefore, was peculiarly exposed to the influence of those disturbances so powerfully operative during the year, that a more particular reference to it would seem superfluous.

You will not fail to observe what has been matter of grateful recognition by the board; the continued relative strength of the road's local business. It is even more conspicuous in the present year, than the preceding, when we particularly called your attention to it: a brief exhibit of it will, we feel sure, interest you.

The total freight moved	west from all	
points, in 1876, was	\$332,427 8	•
In 1875, was	432,304 9	2

	\$99,877	0
Of this, there was local (or Charleston)		
in 1876	\$235,498	9
Through, 1876	96,928	9
Local, 1875		
Through, 1875		
Whilst, therefore, the business from	Charles	to

Whilst, therefore, the business from Charleston to interior points has been \$235,498 92, or 71 percent, that from points North, passing through Charleston, has been \$96,928 94, or 29 per cent.

The		uent Ea					favorat	ole.
Total	freight	moved	East	in	1876	\$5	22,682	37
- 66		6	66		1875	4	198,066	72

Increase	\$24,615	65
Of this, there was local, or Charlesto	on,	
in 1876	\$449,543	09
Through	73,139	28
And in 1875, local or Charleston	414,508	39
Through	83,558	33
Otherwise servered subtlet th		4.

Otherwise expressed, whilst the business to Charleston, local, amounted to \$449,543 09, or 86 per cent of the whole, that to points through and beyond, was \$73,139 28, or 14 per cent.

COMBINED AIRM.	
Total freight moved East and West, in	
1876\$855,110	28
Charleston or local 685,042	01
	-

"Through freight "\$170,068	22
Total freight East and West, in 1875.\$930,371	64
"Charleston, local," to and from 695,510	88
the state of the s	

"Through"\$234,861 25	
These results would seem sufficiently to indicate	
the direction of the company's policy—a policy	th
dictated alike by an intelligent perception of its	
true interest, and a resolute purpose to be fully	
abreast of the most advanced line of conduct,	al
which looks to the promotion of the prosperity of	W
Charleston—a prosperity absolutely identical with	
that of this railroad.	th

The balance of earnings as heretofore	
stated is\$478,684	40
Received from other sources 4,254	13
The state of the s	1211

Total			hen sploma
Interest on 1st Mortgage		+1	
Sterling bonds	\$90,932	08	
Interest on 1st Mortgage	TO TOT IT		
Currency bonds	78,342	50	
Interest on 2d Mortgage	DA STOLL		
bonds	75,355	00	and he pain
Interest on Domestic Ster-	1.00		di lamina
ling	444	44	ban Jerman
Interest on Non-Mortgage	83,225	00	HIND ERLIN
Interest on bills payable.			
to large tracts of the fol-	L LE KIRO	100	433 098 97

'It is round that lands increase in value, and that

During the year 1876, 1,352 tons new iron rails, 100 tons steel rails, 63,750 pounds spike and 57 frogs were used in repairs of the track. The sum of \$1,904 was paid to the Westingbouse Air Brake Company for complete sets of its brakes for five passenger engines and one freight engine. The brake was also applied to the first and second class passenger cars, at a cost of \$1,380. "This cost," the Superintendent says, "I am perfectly satisfied has been fully restored to us by the saving in labor of train hands, and in the diminished amount of stock killed by the trains." There were laid in 1876 68 tons more of new rails than in the year previous; and 500 tons steel rai's were contracted for to be laid in 1877.

The company have 44 locomotives, 23 first class and 26 second class passenger, mail and baggage cars, 357 box, 13 stock and 104 platform, wood and coal cars. Miles run by locomotives with passenger trains, 159,495; with freight trains, 548,717; distributing, 55,708; switching, 60,627—total, 324,547, against 888,792 in 1875, a decrease of 64,245.

Condensed	BALANCE	SHEET,	December 31,
		1875.	1876,

- 12	1010.	1010.	
Roadway, track, de-		***	70
pots, etc \$8	3,057,937 73	\$8,057,937	18
Lands	557,049 00	557,049	00
Cars	426,778 41	426,778	
Locomotives	498,426 58	498,426	00
Accounting depart-		Section of the	1-01
ment for expendi-			
tures, (supply of	20.010.5		
materials)	73,216 14		
Cash	10,989 3	2 31,615	78
Fourth National			
Bank, New York.	1,268 0	7 316	16
National City Bank,	11(0.14 - 151)	11 412 11 111	
New York	13,753 6	3 12,828	38
Accounting depart-		G Switchute Hall	
ment for earnings,		Marie Andrews	
(agents' balances)	27,964 5	63,110	40
Post Office Depart-	contract Security	ed to resident	
ment	4,544 0	2 5 362	89
Bonds receivable	17,295	6 17,295	16
Bills receivable	19,918 8	0 199,007	96
Stocks	576 242 0		
Purchase of stock in	La deliver dist	to Gurat Widow	W
Macon & Augusta		Mine of Spinson	
Railroad Co	250,802 2	250,802	25
Purchase of stock in	200,002	sylvitarens barr	-
Greenville and Co-	79-1-7180	the order to a d	
lumb a R. R. Co.	297 938 0	2 297.938	02
Purchase of claim	201,000 0	nambo da delmen	~
against Greenville	adon or her	et morte mentille	
and Columbia R.		When dine	
R. Co	199 449 0	0	
Investments in first	120,412 0	rubles and irred	4
		or white her too an	
Greenville and Co-		parduse, the	
lumbia R. R. Co	01,024 0	1 99,924	01
Securities of Green- ville and Colum-	Maria de la compania del compania del compania de la compania del compania del compania de la compania de la compania del compania dela	of of the land of	
bia R. R. Co., pur-		ding wild look look make manua	
chased from N. Y.		100 0120 000	
Commercial Ware-			
house Co	70,222 8	0 70,222	80
Southwestern Rail-	History and	mit rult bion to	7,37.
road Bank	574,628 4	6	
Southwestern Rail-	and palwitten	misser many may	1,000
road Bank (in liq-	*	'utili)'s sign	
nidation)	51,443 6	2 53,661	19
Greenville and Co-	miring bles	now would dist	2752
lumbia Railroad	J. HALL STREET	Sundance time	1º
Co	85,553 6	9 44,614	03
Dent, Palmer & Co.,	bus oub	force templined	
Loadon	70.565 3	8 105.803	44
Profit and loss	DISCHARGE CHE	681,638	02
Transient debtors	215,884 4	8 180,936	08
		The Control of the Control	

Capital stock\$	5,819,275	00	\$5,819,275 00
Sterling bonds	1,483,777	00	1.482,666 69
Domestic bonds	8,106,312	11	3,438,812 11
Fare tickets	97.736	00	48,859 00
Receivables	869		748 25
Change notes	1,348	00	1,347 00
Bills payable	1.256.025	88	949,857 57
Bills payable special	70,000		70,000 00
Loan account	25,122		5,500 00
Arrears of dividends	8,679		3,587 50
Sterling coupons	82.246		118,498 90
Domestic coupons	42,677		47,167 22
Profit and loss	87,504		TOTOL CONTINE
Transient creditors.	52,815		79,544 10

\$12,129,388 71 \$12,055,358 84

President .- W. J. MAGRATH.

Directors.—W. J. Magrath, Geo. L. Trenholm, L. D. DeSaussure, John Hanckel, Andrew Simonds, Geo. W. Williams, Henry Gourdin, Francis J. Pelzer, W. R. Cubbedge, W. A. Courtenay, James S. Gibbes, C. O. Witte, Samuel Sloan, Moses Taylor, J. P. Southern.

General Superintendent.—S, S, Solomons, Tressurer.—J, H. Wilson, Auditor.—L. C. Kendricks.

Economy in the Burning of Gas.

The high prices charged by gas companies not many months ago was a subject of very general discussion, as every gas consumer naturally felt that he had a voice in the matter and an opinion to express adverse to monopoly and high charges. Since that time kerosene oil has been very extensively used. Its cheapness is easily demonstrated, and light for light, it runs a successful competition with gas. To gas engineers this fact may be unpleasant to contemplate, but it is one patent to all, and an examination of it has been forced on companies by people burning oil with all its drawbacks

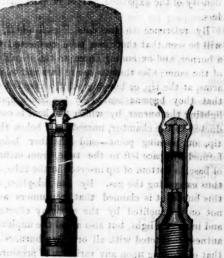


Fig. 1.—IMPROVED WITH Fig. 2.—SECTIONAL HEAT CONDUCTORS FROM VIEW OF IMPROV-FLAME TO CHAMBER. ED BURNER.

more than equal any 6 ft. ordinary. One 5 ft. December 81, 1876, \$220 in carrency.

ventions have been introduced to a limited ex- burner will more than equal any 7 ft. ordinary, tent, whereby the gas bills could be reduced, but the general opinion seems to be that the application of these things is at the expense of illuminating power. Less gas would be burned but inferior light given.

The Triplex Expansion Economizing Gas Burner here illustrated is not a mere novelty got up to make money, but has been designed and introduced to produce from gas an excess of illuminating power and to effect a complete utilization of waste gas in light. The invention is based upon scientific principles, and before describing it and its operation we must remind the reader of a fact, long well understood by scientific men and expert gas engineers, that if a process could be attained in the appliances for burning gas which would pass a given amount of gas into a chamber, or receptacle, and at that part, before passing to the tip, or burning point, have a means of thoroughly absorbing a certain amount of heat, it would cause an ex pansion of the gas to such an extent as would check its too rapid flow, and a rarefying of the same, that would cause, when reaching its burning point, a more perfect combustion of gas-or, in other words, a complete utilization of the illuminating power.

Gas expands one four hundred and eightieth part of its volume for every degree of heat added; hence, if taken into a chamber, or receptacle, at a temperature of 32° F., and subjected to a heat of 960° F., one cubic foot becomes three cubic feet by expansion, and the density of the expanded gas is proportionally

By reference to the cuts, Figs. 1 and 2, it will be seen that there is a tube connected to a burner, and extending down to the shoulder of the same; also that there are two points, or arms, at the tip, or burning point, extended so that they become heated by the flame, upon lighting the burner, by which the heat is conducted to the chamber, immediately below the tip, or burning point-said chamber being formed by space left in the tube, from orifice of base to bottom of tip inserted in the tube,thus expanding the gas. By the adoption of this burner it is claimed that consumers are not only benefited by the economy effected and increased light, but also avoid the unpleas antness connected with all ordinary burnersthat of blowing upon any variation of pressure. All ordinary burners have to be turned off at the key on account of these variations which cause the blowing, and consequently there is great waste of gas. This invention allows of the key being turned on full, and only allowing passage of gas sufficient to give a full and clear light.

The capacity of the Triplex Gas Burner is

JAMUROL GAQUILLA KEDI

Further information may be obtained from Wm. H. Darby, General Agent of the Triplex Gas Burner Co., No. 40 Cortlandt Street, New

In large manufactories, mills, railroad stations, etc., burners of this description might be advantageously introduced, and when their merits are more generally known, they will probably come into extensive use.

Central Pacific Railroad.

LAND AGENT'S REPORT.

LAND DEPARTMENT, CENTRAL PACIFIC R. R. Co. ? SAN FRANCISCO, CAL., July 1, 1877.

To the President and Directors of the Central Pacific Railroad Company :

GENTLEMEN :- In former reports I have shown.

The land grant from the United States Government to the Central Pacific Railroad Company of 12,800 acres per mile, for 742 miles is Deduct for lands previously granted and reserved, say

1,500,000 7,997,600 Leaves he land grant to the California and Oregon Railroad of 12,800 acres per

3,724,800 mile, for 291 miles is. 11,722,400 Total

The grant to the C. and O. R. R. Co. provides that where lands are lost to the company by reason of previous grants or reservations, they can be made good from an indemnity grant of ten miles wide on either side of the twenty mile limit, which insures to the railroad company the full amount of land grarted. value of these lands, at the Government minimum price for adjoining

lands, \$2 50 per acre, would be \$29,306,000 A large portion of this is the choicest agriculural and timber land in the country, and will sell

for a much greater price.

The policy of the company has been to sell its farming lands at low prices, and on easy terms of payment, to actual settlers, believing the best interests of the company are proted by selling in limited quantities to those will cultivate the soil, and who will own the land they cultivate. By this means an industrious agricultural population is invited, whose improvements and the product of whose labor tend to enhance the value of the unsold lands.

Most of the lands that have been sold were purchased for gold, on a credit of five years; a pay-ment of twenty per cent. being made at the time of purchase, the remainder to be paid at the end of the term, with annual interest, payable in advance, on all sums remaining due,

No sales have been made during the past year

except for gold.

There were sold, prior to October 1, 1870, 127,-687.55 acres for \$295,065 50, averaging \$2 31 per acre; and up to December 31, 1876, there has been sold the timber on 5,912,64 acres of land reserved by the Government for mineral, for \$15,-261 60, and there has also been received for stumpage, \$13,673 75.

Of the lands in the California and Oregon R. R. grant, there were sold, prior to the consolidation of that company with the Central Pacific R, R.

Company, 9.770.87 acres, for \$18,443.36,... There remained due and unpaid December 31, 1876, on lands sold prior to October 1, 1870, \$4,as follows:

One 2 ft. burner will more than equal any 4
ft. ordinary. One 3 ft. burner will more than
equal any 5 ft. ordinary. One 4 ft. burner will
more than equal any 6 ft. ordinary. One 5 ft.

1876, or lands sold prior to October 1, 1870, \$4,418 98 coin and \$120 01 currency; and on lands
of the California and Oregon R. R. Company's
grant that were sold prior to the consolidation of
that company with the Central Pacific Railroad
Company, there also remained due and nupaid on
December 81, 1876, \$320 in currency.

Since the execution of the Land Trust Mort-gage, October 1, 1870, there have been sold, to Docember 31, 1876, 311,104.12 acres of land, for \$1,722,498 17. being an average of \$5 53 per acre, as follows: from October 1, 1870, to December \$1, 1872, 122,765.09 acres, for \$484,227 97, averaging \$3 94; per acre; from December 31, 1872, to December 31, 1873, there were sold 58,733.60 acres, for \$410,314 92, being an average of \$7 per acre; from December 31, 1873, to December 31, 1874, there were sold 63,846 99 acres, for \$388,-1874, there were sold 63,846 99 acres, for \$388,-824 26, being an average of \$6 09 per acre; from December 31, 1874, to December 31, 1875, there were sold 29,254.76 acres, for \$163,725 27, aver-aging about \$5 60 per acre; this includes 160 acres granite quarry, donated to the State. From December 31, 1875, to December 31, 1876,

there were sold 86,503.68 acres for \$275,400 75,

averaging about \$7 54 per acre.

There were also received from December 31, 1875, to December 31, 1876, \$500 from lease of railroad lands, and \$1,816 06 from stumpage of railroad trust lands.

There has been paid to the Trustees under the Land Trust Mortgage, up to December 31, 1876, the sum of \$1,206,653 28 coin and \$8,677 51 currency, making a total of \$1,215,330 79.

There remained due and unpaid, December 31, 1876, on the land sold since October 1, 1870,

\$831,336 31 in coin.

9,497,600

The timber lands of the company, while intrin-sically valuable, could not be readily sold for a few years after the completion of the road, for the reason that the alternate even sections were reserved from sale by the Government, and, under the theory of the law, they were only subject to pre-emption, and could not be disposed of in any other manner. The proprietors of the saw-mills found it to be cheaper to pay their employes for filing a pre-emption-and thus obtain some kind of authority to remove the timber-than it was to buy the odd numbered sections from the railroad company at Government price. All of the even numbered sections within a reasonable distance of the line of the road are now thus appropriated, and the demand for the railroad timber lands is yearly increasing, and enhanced prices are obtained. The rapidly increasing settlement of the country, and the vast amounts of timber used in the mines in the State of Nevada, cause an increased demand for this class of lands.

The large tracts of land near the line of the road in Nevada, and called "desert" lands, are found to produce largely wherever water can be obtained for their irrigation. Within the past year this department has made many sales of this class of lands to actual settlers, who find that they

can be profitably cultivated. The lands in Colusa and Tehama counties, California, heretofore reserved from sale by order of the directors, until after the completion of the railroad from Woodland to Williams, are open to sale. The company has many valuable tracts of first class farming lands in these counties, and as they lie in that portion of the State that has never been subject to drouths, it is safe to estimate large sales during the present year,

at greatly enhanced prices. Heretofore, so much has been done toward inducing immigrants to settle in the southern counties, that a large portion of the immigration sought that part of the State, and the large tracts of farming and grazing land in the northern portion, where irrigation is not a necessity, and where crops never fail, have been neglected. At the present time, the immigration is toward the northern counties, and it is safe to predict a rapid increase of population and consequent increase of

sales of land, Several flume and lumber companies have been formed, and flumes constructed, in Butte and Tehama counties, ecross the lands of the company, with capital invested of more than \$250,000. Thes will bring into market the large tracts of the for-ests of sugar pine on the lands of the company,

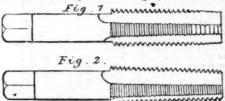
and greatly increase its revenue from this source. Each year, as the State increases in population. lit is found that lands increase in value, and that lands heretofore unsalable become of value. The lands of the Central Pacific Railroad Company may be regarded as among its most valuable assets

Respectfully,
B. B. REDDING. Land Agent. Taps.

BY JOSHUA ROSE.

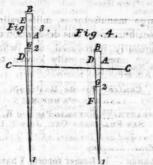
In view of the numerous forms in which we find the tap it is as well to explain the principles involved in its construction, for without the use of taps machine shops could scarcely exist, hence the subject is of great importance to the me-

Suppose, then, we take the case of the parallel and taper-threaded taps shown in our engraving in which Fig. 1 represents a taper parallel in the diameter of the thread, but tapered off, by the removal of parts of the thread at one end, in the manner usually applied in American manufac ture. The distinctive feature is that the tapering is not made to extend so far up the length of the tap as it is in English manufacture. Suppose the sides of the thread to have sufficient clearance just to clear the sides of the thread from positive contact with the grooves cut in the work to form the thread. Now let Fig. 2 represent a tap of the same size and pitch, but having an amount of taper in the diameter of the thread sufficient in the length of the tap to equal twice the depth of the thread, so that it will enter the same size of hole as will the tap shown in Fig. 1, without hav-



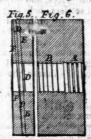
ing any of the thread turned off, and we have the following state of existing facts: The full diameter of the taps being an inch, the circumference of the top of the thread at the large end of each will be equal to the length of the line A in Fig. 3. The line B representing the pitch of the thread, and C C representing the centre line of the length of a tap or bolt, we have the line E as representing the angle of the top of the thread to the centre line of the tap. And in the case of the tap shown in Fig. 1, this angle is constant at all parts of the tap. This is not, however, the case with the tap shown in Fig. 2, in which the angle of the thread to the centre line of the bolt varies at every part of its length. The angle at the largest end will, it is true, be that of the line B in Fig. 3; but turning our attention to the small end we shall find as follows: Suppose that in Fig. 4 the line A represents the circumference of the top of the thread, and B the pitch of the thread; we have then the line D as representing the angle of the top of the thread to the centre line C C of the tap. If we now turn to the angles of the bottom of the threads on the two taps, we shall find that the circumference of the tap shown in Fig. 1 being at the bottom of the thread equal to the length of the line A in Fig. 3 from the point 1 to the point 2, and the line G representing the pitch, we have the line D as representing the angle of the bottom of the thread, at every part of the tap, to the gen-

in Fig. 2, the circumference of the bottom of the thread at the large end being the full length of the line A in Fig. 4, the circumference at the small end will be equal to the length of the line A



(Fig. 4) from the point 1 to the point 2, and the angle to the centre line is therefore represented by the line F. As a result, this angle varies at every part of the length of the tap.

The consequence of these angular variations w shall find operate, from every point of consideration, to the detriment of the tap shown in Fig. 2, as will be seen on reference to Fig. 5, which represents the section of a piece of iron with a tapping hole in it, and in which D D represents the augle of the groove which the small end of tap No. 2 would cut on entering the hole. Since the angle of the bottom of this groove requires to be that denoted by the line E, it follows that the teeth or each tooth cuts a groove standing at a different angle to itself; or in other words, each tooth stands crosswise in the groove which it cuts, thus entailing a large amount of friction on the sides of the thread. In addition to this we must remember that since the angle of the bottom of the thread is denoted by the line F in Fig. 4, then as the teeth of the tap enter the bole to a certain depth they approach to an angle corresponding to the angle of the line F in Fig 4, which is denoted by the line F in Fig. 5; and as a re-



sult, the variation of the angle which the teeth actually cut to the groove when finished varies, at the largest diameter of the groove, between that of the line E and the line F in Fig 5. This, however, is not the case with the form of tap shown in Fig. 1, because the angle of the bottom and top of the thread on the tap is the same in every part of its length.

There is, however, another and important con sideration in that the tap shown in Fig. 1 finishes its work as it performs it, while that shown in Fig. 2 keeps going over the same ground, nothing being finished until the tap has passed entirely through the hole—that is to say, providing the hole requires to be parallel. The action of tap the tap opters, while the notion of tap No, 1 is to aggregating about \$8000.

leave a V projection. Now while the V groove is continually altered in its angle to the centre line of the bolt beginning at the angle D in Fig. 5, and ending at the angle E in the same figure, the angle of the V projection remains constant from the first to the last of the tapping operation.

In Fig. 6, which represents a piece of iron with a hole in it, in which tap No. 1 has been entered at A, and tap No. 2 at B, it will be observed that the action is in the first case to cut out metal, leaving the thread intact and finished as far as the duty has proceeded; while in the other it is to cut out a groove of the greatest angle and to continue to operate upon it until !t becomes of the least angle, so that the effect is as follows: Suppose a hole to be tapped all through to one half a full thread, and we require to put in another tap to make it a full thread; then tap No. 1 would be relieved of any friction from that part of the thread already cut, whereas tap No. 2 would not. Many taper taps are made parallel in their thread all along except for about three quarters of an inch from



the entering end, in which case the evils here shown, though reduced, exist nevertheless in procise proportion to the amount of the taper.

In the case of pipe or gas taps, which usually have a maximum of taper upon them, we have yet another consideration of great moment, in that the teeth of the tap do not cut a groove of a diameter sufficiently large to allow themselves to pass through without being forced through. It will be readily perceived on reference to Fig. 7, which represents a gas tap, that the diameter of the thread increasing as it approaches the back B B of the tap, and A A being a line running true with the top of a tooth, and approaching nearer to B B at one end than it does at the other end (as denoted by the lines C and D), therefore the diameter of the cutting edge P of the tooth is not so large as the diameter of the back of the tooth O, and the tooth does not therefore cut a groove sufficiently large to allow itself to pass freely through. In addition to this, it must be borne in mind that all the defects shown as applicable to tap No. 2 are largely magnified (by reason of the increased taper) in the gas tap, and it therefore follows that it may be given a considerable amount of clearance in the thread, which clearance is necessary to relieve the sides of the thread from undue friction without giving them any freedom or play. .

Articles of incorporation have been filed of the Punta Arena Railway and Lumber Company, to trade in land and lumber and build a prismodic railway in Mendocina county, Cal. Capital stock, \$2,500,000, divided into 50,000 shares of \$50 each. Directors-J. W. Tripp, William Booth, Joseph S. Kohn, D. Freemen and George B. Tolman. Principal place of business, San Francisco.

E. H. Fitler & Co., of Philadelphia, bave been awarded the Treasury contract for furnish-No. 2 is to cut a V groove deeper and deeper as ing cordage to life-saving stations, the contract

RAILROAD AND CANAL DIVIDEND STATEMENT. Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out- standing.		Dividend Puyable.	Marked thus (*) are leased roads.	Stock out- standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads,	standing.	Dividend Periods.	Dividend Payable
Albany and Susq*100 Atlanta and West Point.100 Atlantic and Gulf100	1,232,200 3,693,200	J. & J.	July 77 4	Little Miami.*	2,646,100 3,000,000	quarterly J. & J. M. & S.	Sept.'77 2 July '77 3; May'78 10s	Varmont and Mass 100 Ware River* 100 Warren (N. J.) 100 Warwick Valley 100	\$2,860,000 750,000 1,800,000	J. & J. A. & O.	Apl '77 2 July '77 3 Apl. '77 3
A tlantic and St. Law*100 A von, Geneseo & Mt. M,*100 Baltimore and Ohio100	5,000,000 225,000	M. & N. M. & S. A. & O.	June'77 8 Jan. '75	Louisv., Cin. and Lex 50 " pref.100 Louisville & Nashville100 Louisv., N. Alb. & Chi100	9,003,219	J. 00 J.	Aug. 77 1	Westchest. & Phil. pref. 100 West Jersey. 100 Winchester & Potomac*100	1,559,750	F. & A.	Apl. '72 2 July '77 4 Aug. '77 3 July '77 8
Washington Br. 100 Berkshire 100 Blossburg & Corning. 50	1.650.000	A. & O.	Apl. '76 5	Lowell and Andover100 Lowell and Lawrence100 Lykens Valley100 Macon and Western100	200,000	J. & J. A. & O. F.M.AN	July '77 34 Apt. '77 8 Aug.'75 24	Winchester & Strasburg*100 Worcester and Nashua. 75 HORSE-POWER R. R.	500,000	J. & J.	July '77 3 July '76 2
Bos., Clin. & Fitchb.pref.100 Agricultural Br. guar100	1,172,600 60,000	J. & N J. & D M. & N.	June'76 3	Marietta & Cincinnati 50	1,000,000	J. & J. M. & N. — & —	July '73 5 May '77 5	Albany City 100	110,300 1,000,000	J.A. J.O.	Oct. 177 3
Boston and Lowell 500 Boston and Maine 100 Boston and Providence 100	8,200,000 6,921,274 4,000,000	J. & J. M & N.	Jan. 75 3 May 77 2 May 77 8	Massawippi*100	4,460,368 400,000 5,812,725	M. & S. F. & A	Sep. '66 3s Sep. '66 3s Feb. '75 3 Jan. '69 3	Balt., Cat. & El. City100 Boston and Chelsea100 Broadway (Brooklyn)100 Broadw. & 7th Av. (NY)100	200,000	J. & J. A. & O. J. & J. J. & D.	Jan. '75 5
Attleborough Branch 100 Boot., Revere B. & Lynn 100 Buffalo, N. Y. and Krie* 100	131,700 350,000 950,000	J. & J. quarterly J. & D	July '77 34 Dec. '76 2 June'77 84	Michigan Central100 Mill Creek & Minehill*, 50 M. Hill & Schuyl. Hav.* 50	18,738.204 323,375 3,856,450	J. & J. J. & J.	July '77 34	Brooklyn City & Newt-100 Brooklyn City & Newt-100 Brooklyn and Jamaica 100	1,500,000 600,000 488 100	F.M.A.N J. & J. – & –	Aug. 77 8 July 70
Camden and Amboy*100 Camden and Atlantic 50 " pref. 50 Camden & Burl. Co100	838,311	quarterly quarterly J. & J.	Jan. '77 2 Jan. '77 2 July '77 3	Morris and Esect*	282,350 800,000 1,529,000	J. & J. M. & N.	July '77 34 July '77 6 May '77 2 Dec. '76 3	Bushwick (Brooklyn) 100 Cambridge 100 Cen. Park, N. & E. Riv 100 Citizens' (Phil.) 50	824,300 1,068,400	A. & O. A. & O.	July '71 3 Apl. '77 4 Oct. '62 2 Jan. '77 10
Cepe May and Millville* 50 Catasauqua & Fogelsv 50	426,900 1.159.500	I de D	Dec. '76 8	Nash., Chat. & St. Louis.100 Naugatuck	6.575,296	A. & O. J. & J. M. & S.	Apl. '77 14 Jan. '77 6 Sept.'77 5	Citizens' (Pbg.) 50 Coney Island & Frookl. '(0 D. Dock, E. B'dw. & Bat. 100	200,000 500,000 1,200,000	M. & N. - & - F.M.A.N	Nov. '71 7 Aug.' 75 2
" pref 50 " 2d pref 50 Cayuga and Susq.* 50 Cedar Rapids & Mo. R.*100	589,110	M. & N.	July '77 41	N. Castle & Beaver Val. 50 N. Haven & Northamp 100	1,800,000	quarterly	July !77 21 Oct. '74 3	Eighth Avenue (N.Y.) 100 Elizabeth and Newark 100 42nd St. & G. St. Ferry 100 Frankf. & Southw.(Ph.) 50	200,000 748,000	M. & N.	Jan. '75 6 May '75 8 July '78 3
Central of Georgia100 Central of New Jersey.100	7,500,000	J. & D.	June'74 4	New Jersey*	8 500 000	quarterly	Apl. 177 2 Oct. 177 2	Girard College (Ph.) 50 Grand St. and Nawton 100	500,000	J. & J. J. & J. J. & J.	Jan. '77 5 July '71 8 July '71 2
Central Obio*50 Central Pacific100	54,275,500	J. & J. J. & J. A. & O.	July '77 1 July '77 2 Apl '77 4g	N. Y., N. H. & Hartf100 N. Y., Provid. & Boston.106 Nieg. Bridge & Canand*100	1,500,000 15,500,000 2,500,000 1,000,000	J. & J. J. & J. quarterly	July '77 4 July '77 5 Aug. '77 24 July '77 8	Heston, Mantau & Fairm. 50 Highland	2,050,000 2,050,000 290,000	J. & J. M. & N.	July '77 1 Jan. '75 1 May'77 4 Oct. '71 6
Chemung*	2,425,400	M. & S.	Sept. '77 34 Sept '77 34	N. Eastern (S.C.) pref. 100 North Penusylvania 60	96,000	M. & N. F. & A.	May '67 4 Aug. '773s	Malden and Melrose 100 Metropolitan (Boston) 50	200,000	- & - - & - J. & J.	July '77 4
Chicago, Burl. & Quincy. 100 Chicago, Iowa & Nebras*100 Chi, Mil. and St. Paul 100 " " oref	3,916,200 15,399,261	J. & J.	Dec. '70 78	Northern Central 50 Northern N. Hampsh. 100 Northern New Jersey*. 100 Norwich & Worcester*. 100	1,000,000	J. & D. J. & J.	June'77 24	Middlesex (Boston)	797,320 282,555	- & - - & -	May'77 3
Chicago & N. Western 100 pref.100 Chicago, R. I. & Pacific 100	14,994,600 21,485,652 25,000,000	J. & J. quarterly	Dec. '72 84 Jan. '77 24 Nov. '77 2	Ogdensb, & L. Champl.*100 " pref.100 Ohio and Mississippi100	2,000,000	J. & J. A. & O.	July '76 2 Oct. '77 4	Philadelphia and Darby 20 Phila. and Grey's Ferry 50	200,000 284,775 200,000	J & J. J. & J. M. & N.	July '712 July '77 1 Nov. '69 8
Cin., Ham. & Dayton100 Cin., Sand. and Clev.* 50 pref 50 Clev., Col., Cin. & Ind100	2,980,550 413,150 14,991,278	M. & N	Apl. '7210s May '77 8	Old Colony	482,400	amertoriv	July '77 3 Aug. '77 44 July '75 14	Second & Third St.(Ph.) \$0 17th & 19th streets (Ph.) 50	962,100 500,000	J.A. J.O. J. & J. J. & J. M. & N.	Oct. '76 3 July '74 2
Oleveland & Mahoning*. 50 Oleveland & Pittsburg*. 50 Oolumbus and Xenia* 50 Colum. & Hocking Val. 100	2,057,569 11,236,150 1,786,800	M. & N. quarterly M.J.S.D	May '77 34 Sept.'77 14 Sept.'77 2	Paterson and Hudson*_100 Paterson and Newark*_100	7,000,000 682,000 250,000	quarterly J&J. J.&J. J.&J.	July '77 4	Sixth Avenue (N. Y.)100 Third Avenue (N. Y.)100 13th & 15th street (Ph.). 50 23d street (N. Y.)100	1,000,000	F.M.A.N J. & J. J. & J.	Feb. '76 2 July '77 2 Jan. '75 4
Concord and Ports.*100 Concord and Ports.*100 Conn. & Passump Riv10	850,000	J. & J.	Aug. '77 48 May '77 5 July '77 34 Feb. '75 8	Pennsylvania	68,870,200 1,200,000	J. & J.	July ''17 8 Jan. '75 3 May '77 14 Feb. '77 4	Somerville (Boston)100 South Boston 50 Union (Boston)100 Union (Phila) 50 West Philadelphia 50	450,000 374,800	M. & N. quarterly J. & J. J. & J.	July '77 2 July '77 5 July '77 4
Donnardtont Divor 10	0 100 000	A F. T							400,000	T 4- T	Bunley 1888 4
Danbury and Nerwais . 50 Delaware	690,000 1,330,950 23,500,000	J. & J.	Dec '76 14 Jan. '77 8 July '76 24	" " pref. 50 Phila and Trenton 100 Phila, Wil. & Balt 50	1,551,800 1,259,100 11,561,250	quarterly quarterly quarterly	July '76 34 Oct. '77 24 July '77 4	Ohesapeake and Ohio 25 Delaware Division 50 Delaware and Hudson100	8,229,594 1,633,350 20,000,000	F. & A. F. & A	Aug.'77 4 Aug.'76 4
Detroit & Milwaukee * 50 " pref. 50 Dubuque & Sioux City*100	822,140 2,095,000 5,000,000	J. & D. A. & O.	Dec. '69 7 Apl. '77 14	Pittsh, Ft. W. & Chi.*100 Special Imp_109 Pittsfield & N. Adams_100	19,714,285 5,504,298 450,000	quarterly quarterly J. & J.	July '77 14 July 77 14 July 77 24	Delaware and Raritan* 100 Eric of Pennsylvania 50 Lehigh Coal & Navigat 50	5,847,400 64,000 10,848,550	quarterly — & — J.S.D.M.	Oct. '77 2 Sept.'76 1
East Mahanoy *	392,950 1,968,27-	J. & J. A. & O. J. & J.	July'77 2.9 Apl. '76 8 July '78 8	"Phila, Ger. & Norristwn* 50 Phila, Ger. & Norristwn* 50 Philadelphia & Heading 50 Phila, and Trenton*	202,400 1,500,000 2,000,000	J. & J. J. & J. J. & J.	Apl. '72 8 July '77 3 Jan. '77 4	Morris (consolidated) 100 " (preferred) 100 Pennsylvania 58 Schuyl, Nav. (common) 50 " (pref.), 50	1,025,000 1 175,000 4,337,950	F. & A. F. & A.	Feb '77 5
Elmira, Jef. & Canand* 100 Elmira & Williamsport* 50	492,500 500,000 500,000	J. & J. F. & A. M. & N.	July '73 3 Aug. '74 24 May '77 24	Raleigh and Gaston100 Rensselaer & Saratoga *100 Roch, & Genesse Val.*.110 Rome Watert and Ord 100	1,500,000 6,000,000 555,200	J. & J. J. & J. - & -	July '71 6 July '77 4 July '75	Schuyl, Nav. (common)* 50 (pref.). 50 Susq. and Tide Water 50	1,908,207 2,888,977 2,002,746	F. & A. F. & A. - & -	A. 177 70c. A. 17 140c.
Eric Railway	78,000,000 8,536,910 1,090,250	Quarterly	Oct. '73 1 Oct. '73 34 May '77 11	Rutland*	2,480,600 4,168,700 100,000	- & - F. & A. J. & J.	Feb. 75 348 July 771 2	miscellaneous.	2,907,860	-&-	10 110
Georgia	4,000,000 4,200,000 250,000	J. and J. J. and J. J. and J.	July '77 8 Jan. '77 8 July '76 4 Apl. '74 14	St. L., Alt. & T. Haute. 100 " pref. 100 St. L., 1. Mt. & South'n. 100 St. L., Kan. C. & North. 100	2,300,000 2,040,000 14,248,950 12,000,000	July. F. & A.	July '74 3 Feb. '74 3	American Express	12,000,000 1,500,000 18,000,000 80,000 she	quarterly M. & S. J. & J. F.M. A.N	Sept.'77 2 Sept.'77 2 July '77 1
Hannibal & St. Joseph. 100 " pref. 100 Hanover Branch, (Fa.) - 50	9,168,70 5,083,02 116,85	F. and A. Annual.	Aug.'70 31 Aug.'70 7 May '76 5	Schuylkill Valley & Scaboard and Roanoke 100	12,000,000 576,050 1,161,400	J. & J. M. & N.	Nov. '72 \$2 July '77 24 May '77 3	Canton 16 Central Mining Co100 Consolidation(Md.)Coal.100	731,250	Annnal. M. & B.	Feb. '77 \$ Jan. '77 2
Harrisburg & Lancaster 50 Housatonic, pref	1,182,50 1,180,00 880,00	J. & J. quarterly 0 — & —	Jan. '77 84 July 77 2	Shore Line*100 Sioux C. & Pacific pref.,100 South Branch (N. J.)*100	995,800 169,000 438,300	J. & J. A. & O. J. & J.	Jan. '77 4 Apl. '77 3 Jan. '72 8	George's Creek C & I. 100 Gilberton Coal Co100 Maryland Coal100	100,000	J. & J. F. & A.	July '77 8 Feb. '77 2 Feb. '76 1
Tilinois Central 100 Indianapolis, Cin. & Laf. 50	450,75 29,000,00 7,685,49	J. @ J. 0 F. & A. 7 M. & 8	July '68 34 Sept.'77 2 Sept.'67 4	Yarmouth certificates102 Portil, Saco & Portam102 Providence & Worces100 Raleigh and Gaston	5,819,275 3,892,300 660,000 448,700	F. & A. J. & D. J. & J.	June '77 8	Mariposa Gold	2,836,600 8,698,400 20,000,000	M.J.S.D.	Sep. '60 3
Iowa Railroad Land Color Jeffersonv., Mad. & Ind. 10 Joliet and Chicago	7,620,00 0 2,000.00 0 1,500,00	o quarterly o quarterly o quarterly o quarterly	May '77 1 May '77 14 Apl. '77 14	Stony Brook*	267,800 4,125,000 317,850	M. & N	Feb. 76 3 Jan. 72 2	Pullman Palace Cs. 100 Quicksi ver, comms 100 preferred 100	6,000,000 5,700.000 4,300,000	F.M.A.N	Aug. 77 2
Joliet & North, Indiana 10 Lake Shore & Mich. So. 10 (gues.).10	\$00,00 19,466,50 633,50	0 J. & J. 0 F. & Λ. 0 F. & Λ.	July '75 4 Feb. '77 14 Aug. '77 8	Staten Island	2,004,000 800,000 1,988,180 274,400	J. & D. J. & J. J. & J. J. & D.	Jan. '74 5 Jan. '77 5 Jac. '77 8	Quincy Mining Co	20,000 she 1,750,000 1,250,000 7,000,000	F. & A. J. & J. J. & D. F.M A.N	July '77 a June '77 3
Leeds and Farmington 10 Lehigh & Susquehania. 5	0 600,00 0 8,780,80	J. & J. O M. & N.	Jan. '72 3 May '67 6 Oct. '77 1	Union Pacific	36,745,000 1,666,000 3,500,000	quarterly J. & J. J. & D.	Oct. '77 2 Jan. '77 8 June '72 4	Wells-Fargo & Co. Exp 100 West, Union Telegraph, 100 Wilkesbarre Coal	5,000,000 83,801,175 8,400,000	J. & J. quarterly	July '77

a car a section of the contract of the contract of				EAR		2 4 7	4 14 4 5 2	181 A 145				100000000
Atchison, Top. & San. Fe: January. 1875	February. 78,410	March. 104,051	April. 112,474	May. 107,644	June. 104,437	July. 113,450	August. 1 152,215	September. 147,552	October. 199,926	November. 178.953	December	. Total. 1.520,359
1876	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	285,000	225,793	204,447	2,486,582
1877134,864	136,350	189,130	200,681	189,915	185,731	187,142						
Central Pacific:	694,015	939,778	1,129,469	1,373,675	1,301,202	1.214.551	1,251,622	1.392.125	1.375.470	1.228,751	1,116,366	13.851.489
1873	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,531,355
1875		1,136,263 1,184,683			1,738,370 1,646,270	1,536,225 1,541,223	1,553,014 1,696,154	1,567,622 1,871,876	1,615,974	1,513,836	1,338,209	17,021,016
1876	1,017,204 951,000	1,242,000	1,416,000	1,575,000	1,391,000	1,366,000	1,385,000	1,011,010	1,000,000	1,010,000	1,222,011	10,110,011
Canada Southern:		A MATHEMA	the second state of	0 341	1881 TRM	THE Z	Alan A	110 100		101.000	100 770	1 054 000
1875	41,501 141,161	82,255 165,431	106,755 168,452	102,546	96,599 111,008	104,897 115,798	104,038 148,968	117,109	149,552 156,986	131,376 124,838	126,552 109,567	1,254,386 1,681,348
1877	133,365	153,682	172,973	149,312	150,236	124,649	110,000	100,010		******		7,002,020
Chicago and Alton:	nest topical	400.000	400 470	400 104	477 010	F10.010	17	FC0.0F0	Garage and			
1873347,372 1874344,420	396,307 339,876	420,893 362,342	409,472 384,335	430,184 397,683	475,819 496,815	540,342 464,438	596,708 480,056	560,858 524,043	564,633 550,950	410,907	364,725	5,497,541 5,126,228
1875319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1876	346,850	355,527	364,000	423,645	451,083	403,671 310,160	510,795 483,256	524,244	532,868	367,898	374,351	4,960,529
1877	333,459	346,308	338,095	321,256	362,522	310,100	403,230	******	0 2000111		draw 7.0	
18741,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522		1,118,370	1,254,255		1,065,726		13,361,689
1875825,469 1876808,842	671,784 854,627	970,064 944,450	1,024,389 919,978	1,164,459	1,052,890	1,257,892	1,098,634 986,683	1,206,806	1,409,168	1,196,333		12,811,227 12,467,544
1877	714,116	804,556	858,895	930,014					.,	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Chicago, Mil. & St. Paul:	400 710	1.12.11.1	A CAMPAGE SAN	41 44 44	000 011	024 241	707 071	1 102 010	1 010 7/1	771 700	049 100	0.010 101
1873334,715 1874654,426	423,716 657,497	555,287 576,271	574,258 742,051	805,802 964,930	929,211 886,709	834,341 749,215	767,871 704,373	1,193,210 798,859	1,012,741 862,153	771,780 694,250	843,192 662,283	9,046,124 8,953,017
1875466,101	323,273	502,765	639,669	718,465	742,169	842,395	630,516	741,206	974,262	927,030	747,893	8,255,744
1876	517,113	567,644 469,000	650,961	819,562 606,000	877,693	685,270 556,000	569,775 677,000	645,831	817,259	765,230	610,288	8,054,171
1877	405,000	409,000	515,000	000,000	589,000	550,000	011,000		*******		1030 A.	Talk bolton
1873	413 043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874	292,730 255,239	328,537 301,666	352,993 304,424	317,881 303,689	345,188 285,947	338,572 291,386	418,721 306,105	387,376 383,550	409,237 364,738	353,564 367,295	325,399 333,038	
1876296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631		
Erie:	1 004 076	1 400 174	1 540 010	1 225 004	1 400 001	1 250 000	1 505 049	1 640 464	1 749 750	1 704 974	1 200 618	10 604 006
18721,332,994 18731,326,505	1,294,076 1,329,422	1,460,174 1,515,382	1,548,813 1,541,958	1,775,324	1,463,961 1,717,593	1,550,023 1,784,894	1,525,243 1,820,756					18,694,096 19,548,617
1874	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	
1875	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,039			*******	*******
Hannibal & St. Joseph: 94,532	116,286	138,779	147,439	125,890	122,455	113,131	153,668	154,634	173,911	169,639	151,709	1,661,47
1876	156,111	174,335	148,573	141,289	141,426	138,087	171,381	187,575	188,976	178,401	158,812	
1877	132,961	157,217	186,966	162,719	165,449	129,781	184,210		******	******	*******	*******
1873	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039		8,268,32
1874583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969		838,307	668,943		
1875	481,681 577,702	595,519 580,604	610,459 530,269	604,881 606,134	602,505 666,125	715 899 494,529		718,101 616,292	816,508 707,988			
1877	460,839	******	447,409			458,707					******	12 12 17 E
Lake Shore & Mich. South'n:	1 202 120	1 504 470	1 896 109	1 400 222	1 220 707	1 005 145	1 470 074	1 642 640	1 774 001	1 567 075	1 400 000	17,699,93
18721,349,275 18731,445,220	1,302,139 1,600,933	1,774,128	1,536,193 1,709,880	1,489,333 1,663,040	1,332,727 1,604,448	1,235,145	1,472,074 1,566,914			1,567,875		19,414,50
1874	1,363,355	1,491,280	1,518,122	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1.589.497	1,335,892	2 1,365,986	17,146,13
1875	1,037,518	1,287,841	1,275,664	1,100,149		1,079,808	1,178,324 1,197,992	1,306,826 1,350,984	1,392,487 1,318,194	1,275,955	1,280,371	14,434,19
Mo., Kan, & Texas:		1,100,102	1,110,000	1,110,000	1,170,000	1,020,010	1,101,000			112001011	1,001,111	10,040,11
1875198,099	204,539	233,095		187,091	221,444	211,735					295,738	2,904,92
1876	254,722 235,308	245,814 247,505	214,788 221,656	212,928 231,307	233,126 258,123	224,308 253,125	294,361 323,347		335,275	324,886	290,400	3,217,27
Ohio and Mississippi:				14/11/20	1.120.00	Cattley Acco	to and the	Post collection		A. A. Val	rang has	Angeres in
1875	244,983 290,832	309,908 307,360		257,971 310,908	256,772 310,210				345,805 341,679			3,426,05
Philadelphia and Reading:	200,032	301,300	300,112	310,300	310,210	241,040	232,031	330,111	341,012	or a star	at and ise	White I
1871	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633 1,142,241	1,418,141	1,413,643	1,423,278	837,080	12,500,66
1872	645,090 745,100			1,116,387	1,382,096	1,071,407	1,142,241	1,190,695 1,547,475	1,322,847 1,486,091	1,127,030 1,324,348		12,199,74
1874	737,381		1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,361,12
1874	417,644		650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,438,733		********
- 1876. St. Louis, I. Mt. & South'n: 1873			******						*******	******	27,0000	(c) - minis
1873145,834	152,054	224,449	207,627	254,927	216,223	200,575 235,250	223,714	244,967	238,198	209,622		2,539,53
1874243.915	211.409	226,288 275,910	214,620	251,509 275,147	238,608	235,250	254,230 283,957	292,216 333,776	358,776	250,860 429,768		
1875	312.116		264,560			252,821	274,160	374,000	383,604 440,600			3,980,58
1877377,203	352,407	350,000	281,108			292,468	362,600				DO COLDUNATION OF THE PERSON OF	A 1171217175 W.
1877. 377,203 St. Louis, Kans. C. & North'n: 1875. 208,086	196,155	243,591	220,692	188,083	178,332	153,497	248,836	246,624			265 836	2,636,70
1876	282,879		234,002	237,354	228,720	216,916						
1877240.042	250,100	250,352	264,438		171,856							
Toledo, Peoria and Warsaw:	61,809	72,805	74,809	70,592	77,963	89,402	113,018	123,934	127,167	123,920	116,762	1,411,73
Toledo, Peoria and Warsaw: 1875. 71,437 1876. 99,206	112,261	102,737	118,043	125,209	135,928	92,749	143,54	1 145,028	137,978	101,078	98,06	1,120,48
1877	80,579			85,011			121,27					
Union Pacific:	1	3 - 11		797,948	706,60	623,560	617,588	758,467	999,668	837,388	716,829	5 700 19
1869	500,139		706,603	802,586	746,450	643,058	664,051	728,521	719,698	570,168	505,053	7,654,09
1871479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865				469.932	7 591 69
1873	534,115 491,784	565,861 708,256	741,802 881,266			743,382 876,833		863,754 1,068,937	980,706		758.839	10 286 10
1872. 273,936 1873. 523,975 1874. 620,715 1875. 574,930	607,990	687,026	834,954	910,065	902,881	850,142	1,042,516	1,063,993	1,141,939	3 1,000,598	897,151	8,592,60 10 266.10 10,559 88 11,993,83
1875	620,307 697,138			1,273,225	1,042,534	1,088,982 978,781	1,015,459		1,266,929		903,152	11,993,83
	1001.130	0(3.301	1.004.100	1,109,063	1,154,315	994,99	1,363,176	1,305,986	1,000,000	1,236,487	וטע, עעע יייי	10.000.00

NATIONAL AND STATE SECURITIES.

200,000 200,000 201,007 2,000,000	Amounts outstand-	Rate.	Payable.	WHEN PAY- ABLE	Marke Price.		TEST THE STATE OF STATE	Amounts outstand- ing.	Rate.	Payable.	PAY- ABLI	
National Scenrities, Sept. 1, 1877. Lean of June 14, 1858 registered Loan of February 8, 1861 registered coupon	10,010,000	5 6 6	Jan. & July. Jan. & July.	1874 1880 1880	109		assachusetts—(\$29,465,204): Lunatic Hospital Loan, 1874 Harbor Land Improvement bonds, 1874 Back Bay Land bonds, 1861 and 1862	650,000 400,000 220,000	5 5	Jan. & Jul " May & No	1894	111
Oregon War Bonds of March 2, 1861coupon Loan of July 17, and Aug. 5, 1861registered	126,258,500	6	Jan. & July. Jan. & July	1881 1881	107 109 110		Union Defense Loan, 1861	1,850,000 50,000	6	Jan. & Jul June and De	y. '75-'7 c. '77-'7	6 115 8 109
Loan of Feb. 25, 1862 (5-20s)registered		6	May & Nov.	1881 1882 1882			Bounty Fund Loan, 1863 and 1864	888,000 8,380,244	5	Jan. and Jul	1894	1111
Loan of March 3, 1868registered	53,867,400	6	Jan. & July.	1881 1881	109		War Fund Loan, 1869 Troy & Greenfield R.R. & Tunnel Loan. B., H. & Erie R. R. Loan	999,944 10,971,992 3,599,020	5	Various.		1 108
Loan of March 3, 1864 (5-20s)registered Loan of June 30, 1864 (5-20s)registered		6	May & Nov.	1884 1884		М	ichigan—(\$1,864,000): Renewal Loan bonds, 1858	105,000	6	Jan. & Jul	10.00	101
Loan of March 3, 1865 (5-20s)registered	******	6	May & Nov.	1885 1885			Two Million Loan bonds, 1863 Was Bounty Loan bonds 1865	1,032,000	6	May & No	178-18	3 105
2d series (5-20s)registered (5-20s)coupon	65,680,350 116,893,650	6	Jan. & July.	1885 1885	105	M	Innesota(\$2,755,000): State Buildings Loan, 1567 to 1869	250,000	1	Jan. & Jul	. 1000	
3d series (5-20s)registered (5-20s)coupon	98,327,300 212,291,600	6	Jan. & July.	1887	107		Railroad Aid bonds, 1858, (repudiated).	230,000 2,275,000	7	46 46	183-10	13
4th series (5-20s)registered (5-20s)coupon	21,750,300	6	Jan. & July	1888 1888 1904	109 109 107		Gesouri—(\$17,839,000): Btate Debt Proper, 1865 and 1868	439,000	6	61 66 64 66		1 106
Loan of March 3, 1864, (10-40s)registered (10-40s)coupon	-52.211.250 -	5 5	F. M. A. & W.	1904 1904 1881	108	11	Consolidation bonds, 1868	2,727,000 1,100,000	6 6	41 41	194-19	5 10
Consols of July 14, '70 & Jan. 20, '71 registered coupon Funded Loan of 1891registered	289,068,050	5	M. J. S. & D.	1881 1891	107		State Institution bonds, 1872 to 1874	15,838,000 505,000	6	46 61	10.0	37 100 34 100
Debt metured and without interest(var.)	19,357,660	4:		1891 Due.	106		Bonds funding floating debt, 1871 ew Hampshire—(\$8,519,100):	160,000	10	Mar. & Sep	t. 1881	
Navy Pension Fund of July 23, 1868(cur.) Pacific R. R. Bonds (registered)(currency)	14,000,000 64,623,512	3	Jan. & July	Irred.			War Loan Bonds, of 1861	213,000 600,000	6	Jan. & Jul Mar. & Sep	y. '77-'7	
United States Notes	392,040,080	nil.		*****			State bonds, 1873 Equalization (Municipal) bonds, 1872	500,000 2,206,100	6	Jan. & Ju	y. 179-8	80 103 05 113
State Securities, latest dates.	OKA PIN		14.2	34	E.V	N	ew Jersey(\$2,496,300): War Loan (tax free) bonds, 1861	1,000,900	6	64 66	176-18	34 108
Alabama—(\$21,670,810): Bonds (old), extended	2,582,800	5	May & Nov.	186-195			War Loan (tax free) bonds, 1863	900,900 593,400	6	66 66	97-10	06
Bonds (new), 1866, '68 '72 and '73 Bonds (new), 1874	341.000	8 7	Jan. & July.	1894 190 '91			few York—(\$29,776,787): Bounty Loan bonds, coupon Bounty Loan bonds, registered	1,057,000 14,855,000	7	66 66	1877	
R. R. Loans (\$2,300,000)& endorsements. Arkansas—(\$12,733,086): Bonds (Funding), 1869 and 1870	3,050,000	8	Jan. & July.	1899	20	1	Bounty Loan bonds, registered State (Deficiency) Stock, '38, part at will Canal Stock (old)	889,781 880,000	6	J. A. J. &	0. 1878	8 100
Levee bonds (warrants), 1871 Deficiency Bonds, 1872	1,460,000	7	4 4	1900 1882		- 11	Canal Stock, 1872	1,562,900 847,500	6	Jan. & Jul		7 120
Bonds (for \$2,500,000), 1875	*******	7	April & Oct	1895 1900	8		Canal Stock, 1873	4,302,600 2,000,000	6	April & O	1891	1 111
California—(\$3,396,500) Civil (S. F.) bonds, 1857 and 1860	75,500	7	Jan. & July	177-18		.	orth Carolina—(\$28,419,045): Railroad and Improvement (old) bonds.	4,738,800	6	Jan. & Ju	y. '75-'9	98 1
Relief Fund bonds, 1863	500,000	7	4 4	1883 1885			Railroad and Improvement (old) bonds. Railroad and Improvement (new) bonds	2,383,000	6	Jan. & Ju	t. '75-'9	98 1
Connecticut—(\$5,014,000):	2,801,006	6	. D. D	1893			Railroad and Improvement (new) bonds Funding (new) bonds, 1866	2,417,400	6	April & O	y. 1900	0 1
War Loan bonds (10-20 yrs), 1861 War Loan bonds (20 yrs), 1863 and '64	508,900 2,195,500	6	Jan. & July	1881 '83-'8 1894	1110		Funding (new) bonds, 1868	1,711,400 11,407,000	6	April & O	1898 198-1	
War Loan bonds (10-30 yrs), 1864 War Loan bonds (20 yrs), tax free, 1865. Delaware—(\$1,231,000):	568,500 1,741,100	6	April & Oct	1885			Dhlo—(\$7,988,205): Loan (sinking fund), 1850 Loan (sinking fund), 1860	11,865 4,082,840	6	Jan. & Ju	y. 187	
State bonds to railroads, etc	1,231,000	6	Jan. & July	. 1885			Loan (sinking fund), 1856	2,400,000	6	66 4		
Improvement (gold) bonds, 1872 Improvement (cur.) bonds, 1873	4,000,000	6 7	Jan. & July	1892		:	Bounty and Relief bonds	44,027 200,000	7 7	64 6	1 10-1	
Funding bonds, 1874, (guar. by U. S.) Fiorida—(\$6,431,767):	18,743,250	3.6	Feb. & Aug		1	P	ennsylvania—(\$24,568,635): Inclined Plane Loan, of 1849	400,000	69	April & O	et. 187	
Consolidated (gold) bonds of 1873	509,200	6	Jan. & July	1903			Loans, May '52 & Apr. '52, reg. & coup.	3,518,500	69	Jan. & Ju Feb. & A	ig. 77-1	78 10
Loan (J.P. & Mob. R.R.) gold bonds, 187 Georgia—(\$10,645,500):		8	73 . 4	1890			Stock Loan of Feb. 2, 1867, 2d series	87.000	6		1 200	7 10
Bonds, act Feb. 27, 1856	3,600,000	6 7	Jan. & July	. 1886	107	14	Agricultural Conege Land Scrip, 1872	9,995,800 500,000	6	April & O		
Bonds, act Jan. 18, 1872 Bonds, act Feb. 19, 1873	307,500	7 8	J. A. J. & O May & Nov April & Oc	7. 1892	100	31	Choole Island—(\$2,638,000): War Loan bonds of 1862 War Loan bonds of 1863 and 1864	1,019,000		Mar. & Se Various.	pt. 188	2 10
Bonds, act Feb. 24, 1876	542,000	7	Jan. & July	1896		. 8	South Carolina—(\$14.537.295):		6			
1llinois-(\$1,689,045):	D. C. C. C. C. C.	100	Jan. & July	13.			State House Stock, 1856 to 1861 State House bonds, 1853 and 1854cur Blue Ridge R. B. bonds, 1854	287,000 867,000	6	4 4	171-1	80
Interest bonds, 1847	. 820,000 250,000	6		var	101		 Funding Stock and bonds, 1866 Funding and Conversion bonds, 1868-'69 	884.113	6		187-1	97 4
Indiana—(\$910,000): Temporary Loan bonds, 1573			April & Oc		3		Land Commission bonds, 1869 and 1870 Fire Loan Stock of 1838	261,000 292,641	6	Jan. & Ju J. A. J. &	ly. 188 O. 186	
War and Defense bonds, 1861		7	Jan. & July	7. 188	1		Relief (Treasury) bonds, 1860	1,391,084	7		ly. 188 189	8 3
Kansas—(\$1,336,175): Funding &c. bonds 1868 to 1864	. 101,175	0			34	. 13	Pennessee—(\$47,185,617):	4,707,608	va		Vai	
Military loan bonds, 1864 to 1889	. 889,000	1			99	.24	State Bonds (direct) Railroad, &c., Loan bords. Funding bonds, 1866 and 1868. Funding bonds, 1873, coupon and reg Texas—(\$4,822,073):	2,641,000 28,530,000	6	Jan. & Ju	y. 30 y	rs 4
Levee bonds, 1866			Jan. & July Various.	y. 189 188		2 ,	Funding bonds, 1873, coupon and reg	7,141,000 6,222,000	6		191	
Levee bonds, 1867	3,992,000	1	May & No	V. 190	7 5		State Bonds	75,000	6		ly. 187	
			Jan. & Jul	y. '86.' v. 191	88	2	Revenue Deficiency (gold) bonds	500,000	7	66	191	0
Penitentiary bonds, 1869	497,000	13	Mar. & Ber	189	9	2	Funding (gold) Bonds Funding (currency) Bonds Funding (currency) Bonds	1,000,000	10	Mar. & Se	pt. 190	4
Railroad Loan (var.) bonds, 1869 to 187	1. 4,750,000	1	Various.	199-1			A Pension (currency) Bonds	1 100 000	10	Jan. & Ju	ly. 188 189	34
Clocaclidated Funding bonds, 1874	951.854		Jan. & Jul			7	Vermont—(\$312,500): War Loan bonds, 1862	312,000	6		- 1	
Miryland—\$11,095,019): Bonds to R. R. and Canals Bonds to R. R. and Canals	5,604,129 889,836	14	J. A. J. &	189	0 10 0 10 3 11	101	Coupon (old: bonds, 1851 to 1861	7,562,652	6	Jan. & Ju	ly. '86-'	95 3
Defense and Bounty bonds 1864 to 186	998,471		Jan. & Jul		89		Combon (men) notices, roos wild 1901	700,000	6		10 t	0
Maine—(\$7,088,400): Olvii (var.) bonds, 1867 to 1861 War and Bounty bonds, 1868 and 1864 Baulission (Municipal) bonds 1868	171,000 3,882,500	1	Various.		78 10 89 11		Consol. (coup. receivable for taxes) 1872 Consol. (coup. not so receivable) 1872.	20,239,005	6	46	190 190	15 7
Equalization (Municipal) bonds 1868	3,988,900		April & O	186	9		Consol. (coup. not so receivable) 1872 Deferred (W. Va.) certificates, 1871	16,239,370	10			

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Int	ərest	Payable.	Due.	Price	Description of Bonds,	Amount.	Bate.	Interest 1		one	1
Description of Bonds.		Re	When	1.	Where.	A	A	Total Short work land, the	N : 10	2	When.	Where,	a	.].
dirondack:	\$ 000	7	Ton &	Tuly	New York.	1886		Blue Ridge, (S. Car.): 1st Mort., guar, by State (gold).	4,000,000	7*	Jan. & July.	Charleston.	1898].
labama and Chattanooga:	940,000	1	Jan. &	771373	100	115-4-1	1	1st Mort., guar. by State (gold) . Boston and Albany:	5,000,000		Feb. and Aug.	Boston.	191-192	2
1st Mortgage, guar. by Ala 2d Mortgage	5,200,000 2,673,000	8*	Jan. &	July.	New York.	1889 1889		Currency bonds of Feb. 1, 1872. Loan of 1875	2,000,000		Jan. & July.	HALLAN ME LOSSING	1895	1
Receiver's Bonds	1,200,000	7			4 4			Boston, Clinton and Fitchburg:	400 000		Jan. & July.	Boston.	1004	1
labama and Georgia:	16 000nm	8	Jan. &	July	New York.	1891		1st Mortgage (Agricultural Br.). 1st Mortgage (Equalization)	400,000 300,000		an. ac July.	The state of the state of	1884 1889	1
1st Mortgage, guar.by Ala.& Ga. labama Central:	Tojooopin	10			Yang Line			1st Mortgage (Consolidation)	252,000		4 " "	town I now	1890	1
1st Mortgage	1,600,000	8	Jan. &	July.	New York.	1901	****	Equipment Mortgage Boston, Concord and Montreal:	870,000	1	Apr. and Oct.	teles esaste	1881	
1st Mortgage	1,000,000		Jan. &		New York.	1888	109	Sinking Fund Mortgage	624,000	6	Jan. and July.	Boston.	1889	
2d Mortgage	2,000,000 434,000	7	April & May &		4 4	1885 1881	98	Consol. Mortgage for \$2,000,000.	1,041,000 346,000	6	Apr. and Oct.	Boston.	1893	4
Albany Loan	933,000	6	"	4	46 46	1895		Boston, Hartford and Erie:	100 000	1	AF	7142442 137	12. 14.	1
lexandra and Frederickahure	1,000,000		Tuna &	Dog	Philadelphia.	1896		1st Mortgage (old)	273,000		Mar. and Sept. Jan. and July.	New York.	1884 1900	4
1st Mortgage	1,000,000	1.	June &	Dec.	State State State	15.11	100	1st Mortgage, guar. by Erie Mass. L.(sec'r'd by\$4,000,000 Ber.)	5,000,000	7	4	460	1900	
General Mortgage			Jan. &	July.	New York. Harrisburg.	1896	107	Boston and Lowell:	8,600,000	7.	1 1010	Boston.	1899	d
Special Mortgage to Penn 1st M., E. Ext., guar. by Pa. R.R.	3,500,000 9,938,000	7	Janua April &	Oct.			88	Bonds (Wharf Purchase)	200,000		Apr. and Oct.	Boston.	1879	
Funding Income (traffic quar.)	5,402,900	7	- 44	44	Pittsburg.	1894	40	Bonds of 1872 for \$1,000,000 Bonds of 1875	999,500		Mar. and Sept.	of more of pre	1892	E
American Central: 1st Mort., guar. by C., B. & Q.	386,000	7	Jan. &	July.	New York.	1878	1011	Bonds of 1876	161,000		Jan. and July.	2	1896	1
Indroscoggin:			1		1-16-2-211-21	1001		Boston and Maine: Bonds of 1893 (coup. and reg.)	3,200,500	7	Jan. and July.	Boston.	198-199	
1st Mortgage (Bath Loan) rkansas Central (narrow gauge):	425,000	0	Jan. &	July.	Bath, Me.	1891	****	Boston and New York Air Line:		120	1 379 (319 6)	Fillingson, St. 1-71	NO . N	-
1st Mortgage	1,200,000	7*	Jan. &	July.	Lond. or Ams	1891		1st mortgage	500,000	7	Feb. and Aug	New York.	1895	î
1st Mortgage	1,500,000	7*	April &	Oct	New York.	1901		Boston and Providence: Bonds to purchase P., W.&B.Rd.	500,000	7	Jan. and July.	Boston.	1893	1
2d Mortgage, Income	400,000		Jan. and	July.	Pittsburgh.	1904		Brunswick and Albany:		1	No modification	e t alo a) saidh	Lection	â
1st Mortgross	3,750,000		March &	Sont	Boston.	1896		lst Mort.(gold)end. by Ga.tax fr. 2d Mort. sinking fund gold	3,630,000 2,350,000		Apr. and Oct.	New York.	1908	Ä
tchison, Topeka and Santa Fe:			1		111111111111111111111111111111111111111			Buffalo, Bradford and Pittsburg:			Ton Callege	Now West	Ald in	-
THE MORESHOOD (SOLD)	7,041,000	7*	Jan. &	July.	New York. Boston.	1899 1900	881	Buffalo, Corry and Pittsburg:	\$80,00	7	Jan. & July.	New York	1896	-
Land Grant Mortgage (gold) 1st Mort (Wichita Br.)traf. guar	3,369,000	74	April &	July.	46	1902		1st Mortgage	700,00	7	Jan. and July.	New York.	1886	í
Pottawotomie Land Grant Consol. Second Mort. (gold)	470 000	1	May &	Nov.	N. Y. or Bost	1879 1903	53	Buffalo and Erie : Mort. bonds (ass'd by LS&MS)	200,00	0 7	Jan. and July.	New York.	1882	ĝ
Land Income bonds	3,294,000	12	April &	July.	Boston.	1909	101	Mort. bonds (" "	300,00	0 7	March & Sept.	4	1886	6
Milanta and Richmond Air Line		1.4	1	Same I	Now West	1	50	Mort. bonds (" " " Buffalo and Jamestown:	2,856,00	0 7	Apr. and Oct.	mayes base	1898	1
1st Mortgage (guar. by Georgia) Mantic and Great Western:	1		Jan. &	July.	New York.	1900	50	Mortgage	1,000,00	0 6		New York.	1902	No.
1st Mortgage (gold)	14,922,200	7*	Jan. &	July.	N.Y. or Lond			Bunalo, New York and Erie:	1		- Control of	franktondola	- thaleso	in the
zd mortgage (gold)	.110.173.679	7	March &	Sept.	4 4	1902		1st Mortgage Renewal Bonds. Buffalo, New York & Phila.:	2,380,00	0 7	June & Dec.	New York.	1016	13
8d Mortgage (gold) Income Itlantic and Gulf:	20,100,000					1	1	1 lst Mortgage	2,296.00	0 6	Jan. & July.	New York.	1896	K
Consolidated 1st Mortgage 1st Mortgage (S. Ga & Fla.R.R.	2,310,200	7	Jan. &	July.	New York.	1887 1888	86	2d Mortgage for \$1,000,000 Burlington, Cedar Rapids & Nor.:	281,50	0 10		mignifically be	1893	ä
2d Mortgage (S. Ga. & Fla. R.R. Matlantic and Lake Erie:	200,000	7	May &	HOV.	44 44	1889		1st Mortgage, stg., skg. fund 1st Mort., (gold) Mil. Div	5,400,00		May & Nov.	N. Y. & Lond	1. 1919	No.
Atlantic and Lake Erie: 1st Mort. (gold) for \$5,000,000			Ton &	T	New York.	1901		lst Mort., (gold) Mil. Div Rurlington and Missouri River:	2,200,00	0 7	Feb. and Aug.	merstir, grain	1902	ò
Atlantic, Miss. and Ohio (428 m.)			Jan. &	0.77	Mew Tork.			Land and R. R. Mortgage	4,688,25			N. Y. & Bost	. 1893	0
THE DIOLINARE IOL \$19,000,000	0,470,000	7	April &	Oct.	New York.	1901		Stock Bonds pref. 3d lien Stock (common) Bonds	298,50	0 8	April & Oct	Boston.	1878	ä
2d Mort. to State (no int. till '80) Misntie and Pacific:	1		********		OLAT I			Stock (common) Bonds	289,50	0 8		E CONTRACTOR	1894	ji is
Land Mortgage gold bonds 2d Mortgage for \$3,000,000 (gold lat Mort. (So. Pac. R)assumed	2,829,000	6*	Jan. &	July.	New York.	1888		Stock (common) Bonds	. 401,00		4	and and	1880	in in
1st Mort. (So. Pac. R. R. vassumer	2,015,500 7,188,500	6	May &	Nov.		1891 1888	61	Burlington and Mo. Riv. in Neb.: 1st Mortgage convertible	6,715,00	0 8	Jan. & July.	N. Y. & Bost	1894	1
18t Mort. (Central Div.) gold					4 4	1891	1	Bonds convertible until 1882	600,00	0 8		Boston.	1888	
1st Mort. (Central Div.) L. G Equipment Bonds	794,000	64	June &	Doc	4 4	1901 1883		Burlington and Southwestern:	1,800,00	0 8	May & Nov.	Boston.	1891	ķ
Aucome Bonds (for funding)	529,600	6	oune ac	Dec.		1883		1st Mortgage (\$20,000 per mile) Cairo and Fulton (Arkansas):	1,000,00		1 2 2 2 77	Therei appro-	mode o	6
Land Debentures	. 500,000	10	J. A. J.	& 0	- 44	1884		1st Mort. (R.R. and lands) S.F. Cairo and St. Louis (3 ft. gauge);	. 8,000,00	0 7	Jan. & July.	New York,	1891	(7)
Sterling bonds (not Mort of 1853	484,000	6	May &	Nov.	n	1878		lst Mortgage	2,500,00	0 7	April & Oct	New York.	1901	8
20 Mortgage (sterling) of 1864.	. 1 500 000	6	April &	Oct	44	1884		Cairo and Vincennes:	9 500 00		* April & Oct	N V AT and	1000	Ü
3d Mortgage (sterling) of 1871 Portland City Bonds, 1st M., s.	713,000	6	May &	NOV.	Portland.	1891 1886		1st Mortgage, gold	1,500,00	0 7	Jan. & July	u a Long	1898	1
baid Eagle Valley:								California Pacine:	sin Links		W. L. W. Charles and	James Company	Investo	á
1st Mortgage	. 354,000 100,000		Jan. &	July	Philadelphia	1881	****	1st Mortgage, sinking fund Extension, or 2d Mortgage	2,250,00 3,500,00	0 7	Jan. & July	New York	1889	
		1	19	-	The court of	200		2d Income, or double track b'd			Jan. & July.	**********	1891	
Loan of 1850-'80	1,710,000			July	Barumore.	1880 1885	107	Camden and Amboy: Loan of 1883	1,700,00	0 0	Feb. & Aug	Philadelphia	1882	13
LORII OI 1800-'90 (Balt.) 8kg Id.	. 3,253,020	6 6	Jan. &	July		1890		Loan of 1889	. 866,00	0 6	June & Dec	Princeton.	1889	Č
Loan of 1870-'95 (stg.) skg fund Loan of 1872-1902 (stg.) S. F	3,398,956 9,198,855	8 6		Sept	London.	1895 1902		Mortgage Loan of 1889 Sterling Loan, S. F. (£262,000)	1.286.06	0 6	• Feb. & Aug	Philadelphia London.	1889	
Loan of 1874-1910 (stg.) S. F	9,576,000	0 6	May &	Nov		1910		Camden and Atlantic:	LOT A		A Complete	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1. 1. 1	
Baltimore and Potomac:	a second		100			1911	13	1st Mortgage	490,00		* Jan. & July April & Oct	Philadelphia	1893	Ó
1st Mort, (Tunnel) gold guar 1st Mortgage (R. R.) gold guar.	3,000,000		Jan. & April &			1911		2d Mortgage	. 500,00	1	CAU A MARTIN E.	(Ass. Cop. D.	1879	1
sangor and Piscataquis:	114114	1	1	to all a	100	1899		Consolidated 1st Mortgage Canada Southern:	. 350,00	0 6	Feb. & Aug	Philadelphia	1897	100
1st Mortgage (Banger loan) 1st Mort. (Bangor loan) extens'	. 600,000 n 120,000		April &	Uct	Boston.	1901		1st Mort.(skg fd)g'd for \$9,000.00	0 9,000,00	0 7	J.n. & July.	New York.	1906	9
Bay City and East Saginaw:			100		Detect	0.017	14	Cape May and Millville:	1		Cost Language	Camden.	- 30 M	600
let Mort. quar.by F & P.Mrq.Co ledford and Bridgeport:	100,00	ווייייייייייייייייייייייייייייייייייייי	Jan. &	July	Detroit.	1886		2d Mort, guar. by W.Jersey R.R. Carbondale and Shawneetown:	400,00	100	12 10000000	W 2 regin(2)	10 kg	200
lst Mortgage Belfast and Mooschead Lake :	. 1,000,00	0 7	April &	Oct	Philadelphia	. 1892		1st Mortgage	. 200,00	0 7	Jan. & July.	ronning to the	1902	Í
1st Mortgage (gold)	. 150,00	0 6	May &	Non	Portland.	1890	10	Carolina Central :		0 6	Jan. & July.	New York.	1923	
1st Mortgage (gold)	200,00	1	100	2100	A STREET, STREET	NOIE.	1	1st Mortgage - Income Bonds. Carthage and Burlington :	3,000,00			ba i steemend	1914	d a
1st Mortgage	. 99,00	0 6			Philadelphia	1. 1883		Carthage and Burlington: 1st Mort., guar. by C., B. and Q	266,00	c 8	May & Nov.	New York.	1879	į
Bel'efontaine and Indiana: 1st Mort, assu'ed by C., C.&.	453,00	0 7	Jan. &	July	New York.	1899		Catawissa:	most 2		Will Comment of the	a of the rents	tro M	-
Selleville and Southern Illinois:		1	100	1.40	Prince A. Smiths	100	1	1st Mortgage (old)	230,50		Feb. & Aug.	The section of some and	12000	j
1st Mort., guar. by St. I.A. & T. F. Beioit and Madison (C. & N.W.)	1,100,00	0 8	April &	Oct	New York.	1896	85	1st Mortgage (new)	. 1,300,00 . 209,85		May and Nov.	(vrti Jil) asa	1900	
1st Mortgage (guaranteed)	. 284,00	0 7	Jan. &	July	New York.	1888		Cayuga Lake:			-501	the amount	6 Otto	9
Belvidere Delaware: 1st Mortgage (guar by C. &	Tellan.	. 6	June &	· Dos	New York.	1877	HI	1st Mortgage	800,00	0 7	June and Dec.	New York.	1001	I
20 MOPLESON / A. Co. and	490 60	0 8	March &	Sept	Philadelphia	1885	100	1st Mortgage, gold	250,00	0 7	Feb. & Aug.	New York.	1800	ı
3d Mortgage (Penn. R. R. Co. Bingham Canyon & Camp Floyd	745,00		Feb. &	Aug		1887	100	Ceder Falls and Minnesota:	300.00	2	april & Oct.	faturated can see		I
1st Mortgage	240,00	1	1			1		1st Mort. (C. F. to Waverly) 1st Mort. (W. to Minn. Line)	. 198,90	0 7	Jan & July	MOW LUCK.	1937	

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AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	When		Where.	Due.	Price	Description of Bonds.	Amount.	Rate.	Interest		Due.	1
olde (a f. hotela)	1 5 1	_	W Hen.	1	W Here.	1	-	Obleans Town 120 120 120 120 120 120 120 120 120 120	- 1	_	When.	Where.	-	-
edar Bapids & Mo.Riv.(C&NW): 1st Mortgage, 1st Div. \$10,000pm 1st Mortgage 2d Div. \$10,000p.m.	678,000 582,000	7	Feb. & A	66	New York.	1891 1894	101	Ohicago, Iowa and Nebraska: 2d Mort. (now 1st) guar.C&NW 8d Mort. (now 2d) guar.C.&NW	568,200 211,500	77	Jan. & July. Feb & Aug.	Boston. New York.	1880 1892	1
1st Mortgage 3d Div. \$16,000 p. m. entral Branch Union Pacific: 1st Mort. (Atch.& Pike's Peak).	1,800,000	-	May & 1		New York.	1916	1001	Chicago and Lake Huron: 1st Mort. 1st series (Peninsular.) 1st Mort. 2d series (")	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899 1900	1
2d Mortgage Governm't at oaidy. entral of Georgia:	1,600,000	6	Jan. & J	uly.	. "	1895	••••	lst M. (Port Huron & L. Mich.) 2d Mortgage (Peninsular.) Consolidated Mortgage	1,800,000 540,000	7*	Feb. and Aug.	New York.	1899	
Heneral Mort, for \$5,000,000 Macon & West.(Atlanta D.)b'ds ntral of Iowa:	2,222,000 117,000		April &		N.Y. & Savan. Savanuah.	1893 1880	••••	Unicago and Milwankee Railway:	1,700,000	6*	Jan. & July.	New York.	1903	
at Mortgage, gold, \$16,000 p.m.	3,700,000 925,000	7*	Jan. & J April &	uly. Oct.	New York.	1899 1991	321	1st Mort., guar. by C. and N.W. Chicago and Mich. Lake Shore: 1st Mortgage.	477,000	8	March & Sept.	Boston.	1889	
d Mortgage, gold, \$4,000 p. m ntral of L I. (Flush., N.C.&C.): st Mortgage ntral of New Jersey:	1,275,000		May & 1		New York.	1889		18t Mortgage	3,500,000 1,350,000	8	May & Nov.	"	1890 1891	
tral of New Jersey: convertible bonds of 1872 t Mort.(New)for \$5,000,000	4,400,000 5,000,000	7 7	May & 1 Feb. & 1	Nov.	New York.	1902 1890	64 1104	1st Mortgage 1st Mortgage (on Branch) Chicago, Miiwaukee and St. Paul: 1st Mort. (La Crosse Oivision.)	1,325,000 6,000,000	8	March & Sept. Jan. & July.	New York.	1892	
fewark Branch Bonds	2.310,000	7 6	Jan. & J. d. J. d.	uly.	Philadelphia.	1887 1897	****	lst Mort. (Chic. and Mil. Div.) lst Mort. (East. Div. Palmer.)	2,500,000 2,500	7 8	Jan. & July. May & Nov.	4 44	1903 1874	
ensol. Mort. for \$25,000,000	15,000,000	7	Wareh & G	48 Tomat	New York.	1890	68	1st Mort. (Iowa and Minn. Div.) 1st Mort. (Minnesota Central.)	3,810,000	7	Jan & July.	4 44	1897 1894	
st Mortgage guaranteed itral Pacific of California:	25.883.006	6*	Jan. & J		Baltimore. New York.	195-198		1st Mort. (St. Paul Division.) 1st Mort. (Iowa and Dak. Div.) 1st Mort. (Prairie du Chien Div.)	4,000,000 748,000 3,674,000	7	Feb. & Aug.	44 44	1902 1899 1898	
t Mort., 30 years bonds, (gold). onvertible 20 years bonds, gold tate Aid B'ds(Int.by State)gold	1,483,000 1,500,000	7*	"		Sacramento.	1883 1884	1031	2d Mort. (" ") 1st Mort. (Hast. and Dak. Div.)	1,315,000 234,000	7.3		66 66 66	1898	
at Mort. (Western Pacific) gold	2,735,000	6*		44	V.S. Treasury. New York.	1899 1899	101	1st Mort. (Mil. and Western) 2d Mortgage	234,000 675,000	7	Jan. & July. April & Oct.	11 11	1891 1884	
at Mort. (Calif. & Oregon) gold at Mort. (S. Fr., Okid & Ala.)	8,000,000 500,000 6,030,000	8*	44	a Oct.	61 61	'83-'92 1890 1900	851	Equipment and Bridge Bonds Consol. Mort, for \$35,000,000	219,000 5,710,000		June & Dec Jan. & July	et et .	1883	
st Mort. (San Josquin V.D.)gold and bonds (Cen. Pac. Co.) gold atral Vermont:	9,276.000	6*	a a	"		1890	934	Chicago and Northwestern: Preferred sinking fund (193 m.). General 1st Mortgage (193 m.).	1,236,500 3,539,400		Feb. & Aug	New York.	1885 1885	
st Mort., Consol. (Vt. Central).	3,000,000	7	May & June &	Dec	Boston.	1886 1891	10 2	Funded coupons (193 m.)	729,600 139,000	7	May & Nov Feb. & Aug	46 56	1883 1885	
ncome and Extension Bonds	1,008,600	8	Jan. & J	July. Nov.	4	1887	381 40	Green Bay Ext. (26m & 76,000 a.) 1st Mort. (Gal. & Chi. U.) 248 m.	251 000 1,691,000	7	6 8 T	66 6 65 6	1885 1882	
Equipment Mort. (Vt. Central). Equipment Mort. (4).	1,000,000 1,000,000 1,000,000	8	Jan. &	Inly	The lot li	'76-'77 1889 1891	39	Kigin and State Line Mississippi River Bridge 1st Morigage (Peninsula)	19,500 181,000 285,000	7	Jan. & July "March & Sept	4 4	1878 1884 1898	þ
Sonds, guar. (Vt. and Canada) Missisquoi R.R.("") Cent. Vt. (Vt. & Ca. Mort.)b'ds	500,000	7	March &	66	44	1891 1904	****	Consol. skg fund (C.& N.W.R'y) General Consol. Gold Bonds	4,455,000	7	June & Dec		1915 1902	
urleston and Savannah: st Mortguge guar. by State	805,000	6	March &	Sept.	Charleston.	1877		1st Mort. S. F. (Madison Exten.) 1st Mort. S. F. (Menominee Ext.)	3,150,000 2,700,000	74	April & Oct	4 4	1911 1911	
unded Interest on 1st Mort arlotte, Columbia & Augusta:	2,000,000		You A	"Yesler	New York.	1889	76	1st Mort. (Chic. Mil. R. W.)guar 1st Mort. (Bel. & Mad. R. R.)guar.	1,700,000 271,000		Jan. & July		1898 1888	
ot Mortgage artiers: ot Mort., guar. by Penna	500,000				Philadelphia.	1.15.10		Chicago and Paducah (C. B. & Q.) 1st Mortgage \$26,000 p. m. gold Chi., Pekin & Southwrn (CB&Q):	2,304,000	7*	Jan. & July	. Boston.	1903	
eraw and Darlington: st Mortgage dated Jan. 1, 1871.	141,000	8	April &	Oct.	Charleston.	1888		Ohicago, Rock Island and Pacific	700,000	8	Feb. & Aug		1901	
d Mortgage dated Jan. 1, 1869. erry Valley, Sharon and Alb.:	75,000		Jan. &		4 4 4 AT T	1888		Branch Bonds Sinking Fund	1,000,000	6	Jan. & July Feb. & Aug	£ 64	1896 1895	
st Mort. con. guar. by A.& S.Co. esapeake and Ohio : st M.(gold) skg fd for \$15,000,000	300,000		June &		New York.	1899	28	New Mort. bonds for \$12,500,000 Chi. & Southwes'n (C., R.I.& Pac.) 1st Mort. gold, tax free, guar	5,000,000		Jan. & July May & Nov		1917	
st Mort. Extension.(cou. or reg) st Mort. (Va. Cen.) guar, by Va.	5,426,900 100,000	6	Jan. &	July.	" "	1902 1880		1st Mortgage gold (Atchison Br. Chicago and Superior:	1,000,000		June & Dec		1901	
d Mort. (") coupon	902,000 300,000	8	14 14	68	66 68 66 68	1884 1876		1st Mortgage(Mad.& Portage)g'(Uhillicothe and Brunswick:		1	April & Oct	1	1900	
Funded Interest, coupon eshire: Doupon bonds (no Mort.)	160,500	10		July.	Boston.	1877	981	1st Mort, guar.by St.L.,K.C.&N Cincinnati, and Baltimore: 1st Mort. guar.by B.& O.& M.&C			Jan. & July Jan. & July	Market Street	1900	
ester Creek (Phil, & Balt. Cent.)	111111111111111111111111111111111111111	1	100	4.14	Philadelphia	1000		Cincinnati, Hamilton and Dayton 1st Mortgage of 1863			May & Nov	10000	1880	
st Mort., guar. by P., W. & B., ester and Tamaroa: lst Mortgage	660,000	7	May &	Nov	New York.	1901		2d Mortgage of 1865 Consol. S. F. M. for \$3,000,000.	496,000 996,000	7	Jan. & July	. 44 44	1885 1965	
nicage and Alton: ist Mortgage, pref. sinking fund ist Mortgage	28,000		May & Jan. &			1877 1893	107 115	Cincinnati, Ham.&Ind.(C., H.&D.) 1st Mort., guar. for \$2,500,000 Cincinnati, Lafayette and Chi.:	1,846,000	7	Jan. and July	New York.	1903	
d Mortgage Income	1,100,000	7	April &	Oct		1883	107	1st Mortgage Consolidated Mortgage	1,120,000		March & Sept		1901 1914	
Consol, Bonds (£200 stg. each) lst Mort. (St.L.J. & C.) assumed ld Mort. (")	188,000	7 7	April & Jan. &	Oct	New York.	1894 1898	107	Cincinnati and Martinsville: 1st Mort., guar. by I.,C. & La.F. Cincinnati & Muskingum Valley	1	1	Feb. & Aug		11.14	
lst Mort. (Louisiana and Mo.). licago, Burlington and Quincy: Frust Mortgame skg fund	4,300,000		Feb. &		The State of the Party of the P	1900	115	lst Mortgage	. 1,500,000	7	Jan. and July	New York.	1901	
Frust Mortgage, skg fund conv. Frust Mortgage (Burl. to Peoria	150,000	8 7	Jan &	- 66	66 46	1883 1890		1st Mortgage guar. by C.,H.&D	65,000	7	Jan. and July	New York.	1895 1889	
Bonds of 1872Bonds of 1875, Sinking Fund	1,918,478	5	Jan. &	July	Boston.	1896 1895	108	1st Mortgage gold, guar	1,800,000		June & De	. New York.	1921	
Jonsol. Mortgage for \$30,000,000 (st Mort. (Am. Cen. R.R.) guar (st Mort. (Car. and Burl.) guar.	10,433,000 886,000 266,000	8		Wor.	New York.	1903 1878 1879	109	Cincinnati, Sandusky and Clev.	1	7		New York.	1890 1900	
at Mort. (Dix., Peo. & Han)guar ist Mort. (Ill. Gr. Trunk) guar.	563,500	8	Jan. &	July	. 44	1889		1st Mort. (San. City and Ind.).	350,000	7	March & Sep	Boston. New York.	1877	7
st Mort. (Keok. & St. Paul)guar st Mort. (O., O. & Fox Rv.)guar	318,000 1,079,000	8 8	Jan. &	44		1879		1st Mort. (guar. by C. C. C. & I.	2,000,000	7	April & Oc	New York.	1901	L
st Mort. (Peo. and Han.) guar. st Mort. (Quincy & War.) guar ld Mort. (Northern Cross) gold	277,000	8 8	65	#1	N.Y. & Bost	. 1890		2d Mortgage	. 588,250	7	Jan. and July		1902	2
alcago and Canada Southern .	2 487 000		• Apr. and	Oel	Frankfort. New York.	1.00		Clev., Col., Cin. & Indianapolis:	. 3,000,000		May & No	Carried the other	10.16	
Let Mortgage	1,000,000	1				3 7000		1st Mort. (C., C. and C. R. R.). 1st Mort. (Bell. and Ind. R.R.)	200,000	0 7	June & De	2. 44	1899	9
lst Mort guar. C., b. and Q	1,000,000	1		1111	Acres Sections	1896		Clev & Mahoning V.(A & Gt W	2,410,00	0 7	June and De	N.Y. or Lone	1. 1911	1
hearo, Dauville and Vincences	2500.00	7	Anr. and	d Oct	New York	1909		. 3d (now 2d) Mort.(skg fund) 18t	6 654,50	0 7	March & Sep	L. " "	1893 1876 1890	5 6
ast mortgage (Ind. Div.) gold bicago, Dubuque and Minn.: 1st Mortgage guar. \$25,000 p. m	4 405 00	0 7	Toma &	Do	Buston.	1912	18	Clev., Mt. Vernon and Delaware	1,350,00		Jan. and Jul	A THE SHOW OF THE	G and	
tes Mortgage guar, \$25,000 p. m hieage and lowa : les Mortgage for \$2,200,000			1			6 15 101	82	lat Mort. (Columbus Extension	950,00		Jan. & Jul		1902	9

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest		Due.	Price	Description of Bonds.	Amount.	Rate	Interest		On	rio
Town Prior of Donais		Ra	When.	Where.	A	2	The second secon	***	H	When.	Where.	-	-
leveland and Pittsburg (Pa.Co.):			100:00 h	- was in confident	number	M. Ja	Detroit & Bay City (Mich. Cent.):	164.163	40	Constant	may, pold	1000	7
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913 1892	104	1st Mort. (\$424,000 guar.) Detroit, Eel River and Illinois:	2,330,000	8	May and Nov.	d. Z. Jinn p'det	1902	
4th (now 3d) Mortgage guar Consol. sinking fund guar	1,096,000 1,487,000	7	May & Nov.	"		108	1st Mortgage for \$22,000 p.m Detroit, Hillsdale and Indiana:	1,826,000	8	Jan. & July.	New York	1891	
lev., Painesville & Ashtabula:	2 110/2		2007/2022	Made Carles	1000	1041	Detroit, Hillsdale and Indiana:	1,170,000	8	June & Dec.	New York	1890	14
Regist'd b'ds(ass'd by LS&MS.) 3d Mortgage (" ")	1,000,000		Jan. & July. April & Oct.	New York.	1880 1892	108	1st Mort. \$16,000 p. m. guar 2d Mortgage, (coupon) guar	300,000		Jan. & July.		1881	
leveland and Toledo:			10.04	9 23,00 3022	1100/11	4	Detroit, Lansing and Lake Mich.:	2 010 000	8	April & Oct.	Boston.	1896	10
1st Mort., s.f.(ass'd by LS&MS.) 2d Mortgage (" ")	1,595,000		Jan. & July.	New York	1885 1886	1084	1st Mortgage (on Branches)	3,219,000 575,000		June & Dec.	2000(196) 32 ES	1897	
olebrookdale:	849,000		April & Oct.	13000	ontrat (46	2d Mortgage	1,359,000	8	Feb. & Aug.	Now Washing	1893 H	1
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	50	2d Mortgage 1st Mort. (Ionia and Lansing) 2d Mort. (" ")	770,000 81,000		Jan. & July. May & Nov.		1880	1
olorado Central (3 ft. gauge) : 1st Mortgage	225,000	8	June & Dec.	Boston.	1890		Hetroit& Milwankee (Gt. W.of Ca.):	2 1130	1	ON: 005 Jeer	Equipment of	or peak	1
olumbus, Chicago & Ind. Cent.:	11000	-	OND BONE		1000	36	1st Mortgage, (D.& M.R.'y)	2,500,000 1,000,000		May & Nov.	New York	1876 : 1875 :	
1st Mortgage Consol. skg fund 2d Mortgage skg fund	15,344,750 5,582,400	7		New York.	1908 1909	114	2d Mortgage (") 1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.		1875	
Income convertible	3.893 000	7		16 65	1890		2d Funded Coup. (" 1st Mort. (Detr. & Pontiac R.R.)	375,734 150,000	7	May & Nov. April & Oct.	44 44	1875	1.
1st Mort. (Chic. and Gt. Eastern) 2d Mort. (""	461,000 344,400	7	April & Oct. Jan. & July.	4 4	'98-'95		2d Mort. (" " "	100,000		Jan. & Ju'y.	44 . 44	1878	1:
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	44 44	1890		3d Mort. ("	250,000		Feb. & Aug.	# #	1846 1886	1.
18t M., 8.L.(" "	39,650				1886		Bonds of Sept. 1, 1866 Bonds of June 30, 1866	110,000	647	Jan. & July.	A May Bunk at m	1886	1:
1st Mort. (Col. and Ind. Cent.) 2d Mort. ("	2,632,000 821,000	10	Jan. & July. May & Nov.		1904		Detroit, Mon. & Tol. (L.Sh.&M.S)	1 100		30007.03		550-LO	1
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	44 44	1883		Detroit, Mon. & Tol. (L.Sh.&M.S) 1st Mortgage Aug. 1, 1856 Dixon, Peoria and Hannibal:	924,000	7	Feb. & Aug.	New York.	1906	1
2d Morigage (Ind. Central)	665,500			66 66	1882 1884		1st Mort., guar, by C., B. and Q	563,500	8	Jan. & July.	New York.	1889	1
1st Mort.(Tol., Logansp't & Bur.) Income ("Bur.)				66. 88			1st Mort., guar. by C., B. and Q Dubuque and Sioux City:		1	366,107,117,11	No. 37 . 1	1883	1.
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	.46 46	1905		1st Mortgage tax free Dubuque Southwestern:	882,000	7	Jan. & July	New York.	1009	1
olumbus, Springfield and Cin.: 1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901		1at Mortgage	450,000	7	April & Oct	New York.	1883	1.
olumbus and Hocking Valley:							1st Mortgage, preferred Dunkirk, Allegheny Val. & Pittsb. 1st Mortgage (gold) Dutchess and Columbia:	78,500			111 May 1 1 1 46 da	1883	1
1st Mortgage skg fund	1,500,000		April & Oct.	New York.	1897 1880		lst Mortgage (gold)	1,200,000	7	June & Dec	N: W York.	1900	1.
1st M. on Branch(& 2d on main) General Mortgage	300,000 634,000			66 66	1892		Dutchess and Columbia :	-,,-			olideniane a	notalii	1
General Mortgage				N ** .	- 1	1	18t Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July	New York.	1908	1
1st Mortgage, guar by L.M.R.R. onnecticut and Passumpsic Riv.	802,000	17	March & Sept.	New York.	1890		Last Alabama and Cincinnati: 1st Mort, endorsed by Alabama	400,000	8	Jan. & July		1890	1
New Mortgage for \$1.500.000	1,186,500	7	April & Oct.	Boston.	1893	1041	1st Mort, endorsed by Alabama East Brandywine & Waynesboro		1	BOX HIS TO		1005	1
Coupon Notes	123,000	7	June & Dec.	44	1881	1001	1st Mortgage guar. by Pa. R.R. East Pennsylvania (Ph. & Rdg.)	. 140,000	7	Jan. & July	Philadelphia.	1885	1
1st Mort (Massawippi) guar. gold onnecticut River:	400,000	6	*Jan. & July.		1889	834	1st Mortgage, guaranteed	495,900	7	March & Sept	Philadelphia.	1888	1
lst Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878		East Tennessee, Virginia & Ga. :		1	Ton & Tule	Now Wald	1900	1
lst Mortgage skg fund onnecticut Valley:	1 000 000			Now Voule	1001	1 2	1st Mort., skg fund for \$3,500,00	2,999,000			New York.	182-18	7
lst Mortgage onnecticut Western :	1,000,000	7	Jan. & July.	New York.	1901		Endorsed Bonds (East T. & Va.	147,00		May & Nov	et 64	1886	
lat Montanao to- fune	3,000,000	7	Jan. & July.	N. Y. & Bost	1900		Endorsed Bonds (East T. & Ga.	92,000		Jan. and July	4 4	1886	
onnecting (Philadelphia):	991,000		March & Sept.	Philadelphia	1.2.3.4	1001	Company Bonds (E.T.&Ga.,old Company Bonds (" new		-	1	44	1876	1
1st Mort. ABCD&E\$200,000each coperatown and Susq. Valley:		0	march & Sept.	Limaterpina	1.2.0.4	102	Eastern (Mass.):	2 2	1.	A JUNE DO DO THE KI	ME 13, seriol	0.1003	1
1st Mortgageowanesque Valley:	100,000	7	March & Sept.	New York.	1889		1st Mort. (Essex R.R.) assumed	. 194,40	0 5	March & Sept	Bostop.	1896	1
owanesque Valley:	95,000	7	Jan. & July.	New York.	1902		Loan of 1867 Loan of 1868		6	44 . 4	11 20 11 12 11	188-18	9
1st Mortgage, gold	100,000		May & Nov.	4 4	1882		Loan of 1869		. 6		Daniel Committee of	1889	
um berl'd & Penn, (Consol, Coal)	•		Manch & Class	Now York	1891	1	Ten year coupon notes		17			1882	4
2d Mortgage, sinking fund	803,500 648,000			New York.	1888		Sinking Fund Bonds		1	May & Nov	u	1884	
1st Mortgage. 2d Mortgage, sinking fund umberland Valley:		1			1772.91	77.5	Ten year coupon notes Sinking Fund Bonds Sterling Sink. Fd. Bonds	3,049,20		March & Sep		1893	4
THE MOTURAGE	101.000	8	April & Oct.	Philadelphia	1904		Certif. of Indebt. Sept. 1, 1876.	. 12,045,00	0 34	Tourings of T	Boston.	1806	1
2d Mortgage	81,800		4 4		1884		1st Mortyage	400,00		Jan. & July	. Philadelphia	1880	-
anoury and Norwalk.				Non West	1000	0.00	2d Mortgage	. 200,00	0 6	April & Oc	ta Medicina	1886	-1
Mortgage Bonds of 1860 Mortgage Bonds of 1870	100,000		Jan. & July.	New York.	1880		i Enzavetatown and Paducan:	1	0 8	March & Sep	New York.	1890	
Mortgage Bonds of 1872	200,000		66 66	16 46	1892		1st Mortgage, convertible Elmira and Williamsport(N.Cen.):	1	1 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -	1967 / Think the	ng repri	10
anv., Hazleton & Wilkesbarre:	1			Ob.11 - 3 - 1 - 1 -	1000	1	lst Mortgage guaranteed Income Mortgage guaranteed	1,000,00				1880	
1st Mortgage	1,400,000			Philadelphia	1887	40	Erie Railway:	K 100	1	(100,01)		2002	0
2d Mortgage Danv., Urb., Bloom'gton & Pekin		1			(00)		1st Mortgage, extended	. 2,483,00		May & No		1897	10
1st Mortgage avenport and St. Paul:	2,000,000	7	* April & Oct	New York.	1909		2d Mortgage	4,852,00			4 4	1883	ä
1st Mort. gold skg fd \$20,000 p.m	3,000,000	7	* April & Oct	New York.	1911		8d Mortgage	2,937,00				1880	19
Dayton and Michigan (C.H. & D.)	:			1			5th Mortgage convertible	. 709.50	0 7	June and De		1888 1891	
1st Mortgage sinking fund guar 2d Mortgage, guar	1,846,000			New York.	1981		Buffalo Branch, 1st mertgage Sterling loan (£1,000,000) corv	4,457,71	4 6	Jan. & July * March & Sep	London.	1875	0
3d Mortgage, guar	351,000	3 7	April & Oct	64	1888		1st Consol. Mort. for \$30,000,00	0. 12,076,00	0 7	* " a	NY& London	. 1920	13
3d Mortgage, guar Toledo Depot bonds guar	105,500			. "	'86-'9	4	Convertible bonds			* June and De * J. A. J. and C		1894	
layton and Union:	140,000	7	March & Sept	New York.	1879		Erie and Pittsburg (Penn.):		1	J. al. o. and	Loudons	3 935-18	8
2d Mortgage	135,00	7	June & Dec	4	1879		1st Mortgage	. 292,20		Jan. & July	New York.	1882	3
Income Bonds	252,44	5 6			1879		2d Mortgage Consolidated Mortgage	. 92,80			An min Report	1899	6
1st Mortgage (assumed)	142,00	0 7	March & Sept	New York.	1881		Equipment Mortgage	. 750,00				1890	3
1st Mortgage (")	495,00	0 84	Jan. & July	. "	1905		European & N. American (Me.)			Jan. & July	N.Y A Ton	1804	
ecatur, Sullivan and Mattoon . 1st Mortgage	500,00	0 9	March & Sept	New York	1901		Bangor City Bonds(1st m. 55 m 1st L.M.(& 1st on 59, &2d on 55n		0 8	March & Sep	4 Long	1809	
elaware and Bound Brook:	1 - 2	1		16.1	11.7		New Mortgage for \$6,000,000						5
1st mortgage	. 1,200,00	0 7	7 Feb. & Aug	. Philadelphia	1905	994	Evansville and Crawfordsville: 1st Mortgage (51 miles)skg. fun	202.00	0	Jan. & July	New York	1887	3
elaware (P. W. and Balt.): 1st Mortgage, guar	650,00	0 6	Jan. & July	Philadelphia	. 1895		1st Mortgage (109 m.) "	636,00		May & No	100 M to 2017 M to 1	1887	17
1st Mortgage extension	100,00	0 6	8 44	44	1880		1st Mort. (Rockville Extension)	147,00		Feb. & Au		1880	13
Delaware State Loan	170,00	0	8 4 4	4	1876				0 .	May & No	. New York.	1900	1
Delaware, Lackawan, & Western 2d Mortgage	1,633,00	0	March & Sept	New York	1881	1071	Fall River, Warren & Prov. (B&P):	1		Segure And The	J 1739	2
Convertible Bonds	. 600,00	0 7	June & Dec	46 . 46	1892	103	let Mortgage		0	Jan. & July	. Providence.	1882	1
2d Mort. (Lack. & Bloomsburg	216,20	0 7	7 Apr. and Oct		1880			500.00	0	April & Oc	Bosten.	1894	10
Denver & Boulder Val. (Den. Pac	370,90	9	7 March & Sept	Manual M.	1885		Flint and Pere Marquette:	300,00		7 000,061	Tree de level	See 3	17
1st Mortgage	550,00	0 7	7 May & Nov	. Kansas Cit	y. 1900		1st Mort. Land Gr. (3d series)		10	March & Sep	. New York.	1888	11
Denver Pacine;			1. 0000000.c1	1994		A Trace	Flint & Holly S. F. (\$25,000 p.y	r. 100.00		Jan. & July		1888	25
1st Mortgage gold, land grant.	20	0	7 May & No	. New York	1899		Bay County Bonds (guar.) 1st Mort. skg.fd.(H., W.& Mon	75.00	0 14	March & Son	New York	1887	1
Jenver & Rio Grande(3 ft. canco)		-	Total Comment	The second section		. 00	Lat Most aka fd (II W & Mon	1 1 000 0	10	Jan. & July May & No. Jan. & July	Ban de 19 R.	1901	(in
Denver & Rio Grande (3 ft.gauge 1st Mort. gold, skg fund tax free Des Moines and Ft. Dodge :	3,024,50	0	7* May & Nov	N.Y.L.&An	s. 1900	30	Consolidated Sinking Fund	.) 1,000,00		out to our	ing Tenderson		

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Intere	st Payable.	Due.	Price	Description of Bonds.	Amount.	116.	Interest	Payable.	ae.	
and the same of anothers		R	When.	Where.	A	E	- Indiana di Libitata	Sectional.	Rate	When.	Where.	Dae.	
lorida :		-				-	Huntingdon and Broad Top Mt. :	1					-
let Mortgage conv. gold	2,300,000	7*	Jan. & Ju	y. N. Y. & Lond	. 1880		1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.		
lushing, North Shore and Cent.:	800,000	7	May & No	v. New York.	1889		2d Mortgage Consolidated Mortgage	267,500 1,383,000	7	Feb. & Aug. April & Oct.	44	1895	
1st Mort. (Flush'g and N. Side.) 2d Mort. (""")	400,000		46 6	44 44	1900		Illinois Central:	2,000,000		100	Accordance from		
1st Mort. (Central of L. I.)	1,000,000		Mar. & Se		1902		Redemption bonds, currency	2,500,000	6*	April & Oct.	New York.	1890	
1st Mort. (Cent. R. K. Exten.). 1st Mort. (North Shore)	200,000 149,000		May and No Feb. & A	7	1903		General Mortgage for \$15,000,000 Sterling Bonds, Sinking Fund	2,500,000 4,598,000	5*		London.	1895	
1st Mort. (Whitestone & W.)!	93,000		Jan. & Ju	V. 4 4	1893		Illinois Grand Trunk (C., B. & Q.):				To bald in		
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Se	t. a a	1880		1st Mortgage, guaranteed Indiana and Illinois Central:	900,500	8	April & Oct.	Boston.	1890	
onda, Johnsto'n & Gloversville : 1st Mortgage	300,000	7	Jan. & Ju	y. New York.	1890		1st Mortgage gold	3 500 000	7*	Jan. & July.	New York.	1901	
ort Wayne, Jackson & Saginaw:	300,000		omm at 90	J. LICH LOIL.	1000		Indiana North and South:	0,000,000		1007 A200 1 1 1 1 1	HOW YOURS	2002	
1st Mortgage, traffic guarantee 2d Mortgage (Equipment)	1.500,000				1889	424	1st Mort.(Nor.Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	
2d Mortgage (Equipment)	500,000	8	April & O	CE	1881	****	Indianapolis, Blooming. & West.:	5,000,000	7*	April & Oct.	New York.	1909	
ort Wayne, Muncle & Cin. : 1st Mortgage	1,800,000	70	April & C	ct. Boston.	1899		1st Mortgage Extension gold	5,5 10,000	7*	Jan. & July.	66 66	1912	
2d Mortgage	500,000		4 4	66	1896	****	2d Mortgage	1,500,000	8	" "		1890	
ramingham and Lowell:	500,000	7	April & O	et. Boston.	1890	80	Indianapolis and Madison: 1st Mort. assumed by J., M. &I.	397,000	7	May & Nov.	New York.	1881	
d Mortgage	100 000		a d	66	1883	89	Indianapolis & Vincennes:	051,000	•	atay & Hov.	Mew Tork.	1004	
ederick and Pennsylvania Line:	W. 1897		100 1			11	1st Mortgage guar, by Pa. R. R.	1,700,000			New York.	1908	
at Mortgage gold	150,000	0,4	April & O	ct. Baltimore.	1901	****	2d Mortgage guar, by Pa. R. R International and Gt. Northern:	1,450,000	0	May & Nov.		1900	٩
st Morigage	690,000	7	April & O	ot.	. 1901		1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	
dena & Ohie. Umon (U.&N.W.):	A 1809		TO LES				1st Mortgage s.f. (Intern. R. R.) Convertible B'ds(")	1,473,000	8	Feb. & Aug.	66 66	1892	1
at Mortgage	1,692,000	7	Feb. & A	ig. New York.	1882	105	1st Mortgage(Hous.&Gt.N.RR.) Convert.B'ds("")	4,211,000	7*		65 65 66 66	1900 1892	
lv., Harrisburg & San Antonio. st Mortgage	1,700,000	8"	Feb. & A	g. Lond, or Bos	1910		Indianapolis, Cin. and Lafayette:	1,677,000	0	Feb. & Aug.		1002	ľ
lveston, Houston & Henderson:	10				2.437	1	1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	
at Mortgage	1,493,000	7*	Jan. & Ju	y. New York.	1890	824	1st Mortgage of 1869	2,000,000	7	June & Dec.	66 66	1899	
neva, Ithaca and Athens:	600.000	70	Jan. and Ju	y. New York.	1890		Funded Interest Bonds, coupon. Equipment Bonds, registered	469,100 375,000		March & Sept.	66 66	1883	
orgia (and Banking):					1000	1	1st Mort. (Ind'polis & Cin.) 1858.	1,600 000	7	April & Oct	- 11	1888	
Company bonds (debentures)	530,000	7	Jan. & Ju	y. Augusta	75-190		1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	44 44	1892	
men, Clinton & Springfield : st Mortgage gold	2,000,000	70	March & So	pt. N.Y. & Lond	1900		2d Mort. (" ")guar. Indianapolis and St. Louis:	1,497,000	7	Jan. & July.		777-78	đ
d Mortgage gold	1,000,000	8*	Jan. & Ju	y. " " "	1892		1st Mortgage		7	Jan. & July.	New York.	1919	
shen and Deckertown (Erie):	4 - C - C P			The second second			1st Mortgage	2,000,000	7	March & Sept.	44 44	1919	
st Mortgageand Rapids & Indiana:	246,500	7	Jan. & Ju	ly. New York.	1888		1st Mortgage) 2d Mortgage	1,000,000	7	April & Oct.	4 11	1919	
st Mortgage L. G. guar. gold	4.000,000	7*	Jan. & Ju	y. New York.	1899	85	Equipment Mortgage	378,000	10	Jan. & July.	66 66	1881	
Mort. L. G. not guar. gold,	3,224,000	7*	April & O	ct. "	1899		Ionia and Lansing (D. L. & L. M.)						
and River Valley (Mich. C.).	1,000,000	8	Jan. & Ju	Now Voule	1000	941	1st Mortgage traffic guar 2d Mortgage "	770,000 81,000	8	May & Nov.	New York.	1890 1886	
at Mort, assumed by Lessees	500,000	8	March & Se	y. New York.	1886 1879	85	Iowa Falls and Sioux City .	01,000	0	May & Mov.		1000	ı
d Mortgage, guar. by Lessees and Trunk (Ca.):	1 1 1						1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	
Equipment Bonds £500,000 Equipm't Bonds No. 2 £500,000	2,500,000	6*	April & O	London.	1877	****	llowa Midiand (C. & N. W.):	1 950 000	9	April & Oct.	New York.	1900	
ostal & Military b'ds £1,200,000	6.000,000	6*	Feb. & A	y. u	1920 Perp.		lronton (Penna.)	1,350,000		April & Oct.	MOW LOIL.	1900	
st Preference Bonds £3,218,149	16,090,745	5*	Jan. & Ju	у.	Irred.		1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	
d Preference Bonds £2,327.808	11,639,040	4*	4 4	es u	66	****	Ithaca and Athens (Penn.):	200 000	78	Jan. & July.	New York.	1890	
d Preference Bonds £7,163,910 Provincial Debentu's £3,111,500	15.557.500	4"		Ottawa.	1		Jackson, Lansing & Saginaw(MC):	600,000		oan. ac ouly.	Mew 1 OIE.	1000	
at Western of Canada	20,001,000			Ottoria		1	1st Mortgage guar	1,317,000	8		New York.	1885	
fortgage Bonds £127,000			Jan. & Ju		1876		1 lst Mort. (Northern Ext.) guar.	810,000	8		44 66	1890	
dortgage Bonds £547 000 New Bonds £1 000,000	5,000,000	DA	June & D	St. 11	177-178	****	2d Mortgage guar Consolidated Mortgage (236 m.)	158,000 1,968,000	8	March & Sept.		1878 1891	
Debenture Bonds £1,743,160			Jan. & Ju		1890 Perp.		Jacksonville, North West & S. East:						
eat Western Railway of 1859:			CONT. 34				Jacksonville, Pensac. and Mobile :	610,000	7*	Jan. & July	New York.	1902	
st Mort., ass'd by T., W. & W.	2,500,000	7	May & No	g. New York.	1888	72	Jacksonville, Pensac. and Mobile :	472,000	7	Jan. & July.	New York.	1880	
een Bay and Minnesota:	2,000,000		may & N		1893	"	2d Mortgage	3,000,000	8	ii to outy.	4 4	1899	
st Mortgage	2,400,000	7*	Feb. & A	g	. 1900		Jamest'n & Frank. (L.S.& M.So.):	-	2				
eenville and Columbia:	1 400 540	-	Y 4 Y-	Galantia.		1	18t Mortgage guaranteed	433,000		June & July.	New York.	1897 1894	
st Mortgage guar, by S. Car st Mortgage not guaranteed	1,426,546 876,766		Jan. & Ju	y. Columbia.	'81-'86		2d Mortgage guaranteed Jefferson (Erie):	500,000	•	June & Dec.		1004	
eenwich and Johnsonville:	010,100				07-00	1	1st Mort. (Hawley Section)		7	Jan. & July.	New York.	1887	
st Mortgage	185,000	7	May & N	v. New York.	1889		2d Mort. (Carbandala Saction)	84,000	7	4 4	66 64	1889 1889	
alf, Western Texas and Pacific : at Mortgage (Construction)	1,386,000	78	Jan. & Ju	y	1900		1st Mort. (Carbondale Section) Jeffersonville, Madison & Indian.:	2,000,000	-			1000	
anibal and Naples(T. W.&W.):	2,000,000		Louis and a		1002		1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	
st Mortgage	675,000		May & N		1898 4	33	2d Mortgage consol	2,000,000		Jan. & July.	64 64	1910	
1 Mortgage nnibal & Cent. Mo.(T.W.&W)	225,000	1	Jan. & Ju	у.	1890	****	1st Mortgage (Ind & Mad.)guar. Jersey City and Albany:	097,000		May & Nov.		TOOT	
at Mortgage, tax free	1,000,000	7	May & N	v. New York.	1890	88	Jersey City and Albany: 1st Mortgage. 1st Mortgage (Ridgefield Park). Joliet and Chicago (C. & Alton):	250,000	7*	Jan. & July.	New York.	1913	
l Mortgagennibal and St. Joseph:	250,000	7	"	44 44	1892	75	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	4 4	1912	
nnipal and Bt. Joseph:	1 500 330	6	Jan. & Ju	v New Vork	77-194	106	1st Mortgage ake fund suar	336,000	8	Jan. & July.	New York.	1882	
dissouri State Loan	1,500 40	6	4 6	66 66	187-188		1st Mortgage skg fund guar Junction, Philadelphia:	1 1		± 100 x 1	5		
"ifteen years' bonds (277 m.)	4,000,000	8	March & Se	it. ii ii	1885	88	1st Mortgage, guaranteed 2d Mortgage not guaranteed Junction and Breakwater:			Jan. & July.	Philadelphia.	1882	
at Mort. (Q. & Palm.R.R. 15 m) at Mort. (K. City & Cam. RR55m)	1 200,000		Feb. & An	g. 44 44 V. 44 44	1892 1886	90	Junction and Break water	\$00,000	0	April & Oct.	1711	1900	
eneral Land Mortgage (277 m.)	642,006	.7	Jan. & Ju April & O		1888	106	1st Mort, guar, by Delaware	352,000	6	Jan. & July.	New York.	1890	
rlem Extension:				Mark almost and	N. 17.		Kalamazoo, Allegan& Gr. Rapids:	1				1	
risburg & Lancaster:	4,000,000	7	Jan. & Ju	y. New York.	1890		lst Mort, assumed by LS&MSo. Kalamazoo and Schoolcraft:	840,000	8	Jan. & July.	New York.	1888	
at Mortgage, guar, he Pa R R	700,000	6	Jan. & Ju	y, Philadelphia	1883	104	1st Mort, assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	
st Mortgage, guar, by Pa. R.R., rtford, Providence and Fishkill:				1000000	1710	-	Kalamazoo, & S Haven (M.Cen.):			100			
st Mort. (R. L. 26.82 m.)akg fund st Mort. (Conn. 96.04 m.)skg f'd.	481,000		Jan. & Ju		1876		1st Mortgage guar, by lessees			May & Nov.	New York.	1889 1889	
Wayne 4 Monroe Ed PM	1,574,500	7	. 400 - D	Hartford.	1876		2d Mortgage " Kalamazoo & White Pigeon:	70,000	8			1008	
st Mortgage guar, tax free	1,000,000	8	Jan. & Ju	y. New York.	1901		1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	
lly, Wayne & Monroe(Fd:PM); at Mortgage guar., lax free lyoke and Westfield;	170 18 19	17	1, 1000, 077		1		Kansas City and Cameron:				Now Work	1994	
st Mortgage	200,000	7	April & O	et. Boston.	1891	****	1st Mort., ass'd by Han. & St.Jo. Kan. City, St. Jo. & Coun. Bluffs:	1,200,000	10	Jan. & July.	New York.	1886	
usatonio:	100,000	7	Feb. & A	g. New York	1885		18t Mort. (C. B. & St. Jo. 52 m.).	\$00,000	7	Jan. and July.	N. Y. & Bost.	1880	
d Murtgage of 1868	300 000	6	April & O	Brpt. & Best Bridgeport.	. 1889		2d Mort. (" " ").	150,000	10	46 66	64 64 64 a4	1878	
d Murtgage of 1866	150,000	7		Bridgeport.	1883		1st Mort (St. Jo. & CB. 78 m)conv.	1,400,000	10	March & Sept.	New York.	1893	
	7.479.000	7"	A BOOLET	contract to the	1881		1st Mort. (Mo. Valley 130 m.) 1st Mort. (")gld	1,000,000	7*	Feh & Aug.	46 46	1893	
ist Mortgage L.G. skg furd, rold. ist Mortgage (Western Div.) Consolidated Mortgage udson Biver (N.Y. Cen. & H.R.); Mortgage sinking fund	2,500,000	70	344 Southern 1	44 44	1903		Consolidated Mort. (260m.)conv.	887,000	8	March & Sept.	66 46	1890	
43am - 11 Francis 2 24	2,700,000	8	April & O	ot. "	1912		New Consol. Mort. for \$8,000,000 Kansas City & Santa Fe (LL&G)	947,000	8	Feb. & Aug.	Boston.		
Consolidated Wolfdage	-1								-371				

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	uttern A 7		Payable.	Due.	Price	Description of Bonds.	Amount.	Rate.	Interest	and the same of the same of	Date	rice
24 24 24 A	a W	Re	When.		Where.	A	H	m. White, A A	Wh	R	When.	Where.		P4
ansas Pacific:	. 8		\$ (6)) ska	163 (4) 353	1005	6.0.2	Louisville, Cincin. and Lexington:	\$ 74,519	. 6	Ton a Validar	New York.	Perp.	901
lst Mort. (1st Div. 140 m.) gold lst Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June &	Dec.	N. Y. & St. Lo.	1898	64	Bonds to State of Kentucky 1st Mortgage for Cincinnati Br	3,000,000		Jan. & July.	41 40	1981	100
let M.(3dD.244.66m.& 3,000,000a)	8,411,000	74	May & N	TAN	N.V.LAR	1890		2d Mortgage for \$1,000,000 Louisville Loan	878,000	8	April & Oct.	u le	1900	
st Mort. (1,000,000 acres)	187,000	7	March & S	ept.	N. Y. & St. Lo. N. Y., L. & F.	1880		lst Mort. (Louisville & Frank?t)	100,000	6	Jan. & July.	ent N.O.S.L.	1881	200
st Mort. (2,000,000 acres)gold 2d Mort. (4)gold	1,722,250	7.						let Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.		1902	
st Mort. (Leavenworth Branch)	600,000	7	May & N	Vov.	N. Y. &St. Lo.	1896		1st Mort. (Louis., Cin. and Lex.) 1st Mortgage (Shelby R. R.), Louisville and Nashville:	88,500	8	June & Dec.	iri. for \$5,000.0	1881	100
2d Mortgage (Gov't Subsidy) 3d Mortgage (Income)	6,303,000 4,275,850		March & S	ept.	U. S. Treas. N. Y., L. & F.	1916		Ten Year Mortgage Gold bonds	2,000,000		May & Nov.	New York.	1883	
ent County (Del.)			Lance I de	17.	AND THE PROPERTY.	6 9321	1000	Mort. main office lot & building	80,000 88,000			Louisville.	1883 '80-'8E	
entucky Central:	400,000	6	Jan. & J	uly.	Philadelphia.	1880	****	1st Mort. (Leb. Br. Ext. 73.2m.). 1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	New York.	1901	
2d Mort. (Cov'gton & Lexington)	844,000		March & 3		New York.	1883		1st Mort. (Memp. & Clarksv. Br.)	2,369,710	64	Feb. & Aug.	and ends	1902	100
Bd Mortgageeokuk and Des Moines:	237,000	7	June & 1	Dec.	46 () - 21	1885		Consol M.for \$8,000,000(392 m.). Louisville Loan.	7,109,000 849,006	6	April & Oct.	oVa bon value	186-187	1 .
ist Mortgage	1,947,000	7	April &	Oct.	New York.	1904		Louisville Loan (Lebanon Br.).	225,600		May & Nov.	a d	1886	1
Funded Interest	254,300	8	- "	46	4 4	1884		Louisv. Loan (Leb. Br. Exten.)	833,000		April & Oct.	Louisville.	1893	1
eokuk and St. Paul (C.B.& Q.): 1st Mortgage traffic guar	318,000	8	April &	Oct.	Boston.	1879	1011	1st Mortgage gold, \$25,000 p. m Macon and Augusta:	2,875,000	7	Jan & July.	New York.	1892	
Crosse, Trempeleau & Prescott:			to the last		15 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	porto.	100	Macon and Augusta:	300,000	7	You & Yule	Now Vont	1877	*
at., Blooming. & Miss. (TW&W):	1,000,000	10	April &	Oct.	New York.	1878		1st Mortgage end.by Ga. R. R 1st Mortgage not endorsed	100,000		Jan. & July.	New York.	1887	
Ist Mortgage gold guar	1,300,000	7	Feb. &	Aug.	New York.	1891	70	Construct. Mort. end. by Ga.RR.	370,000	7	10 H	o M. domest Mo	1879	
d., Muncie & Bloom.(TW &W):	1 500 000	7	Feb. &	A	Now York	1901	40	Macon and Brunswick. 1st Mort. endorsed by Ga	1,900,900	7	Jan. & July.	New York.	1887	40
lst Mortgage gold guar	1,500,000	1"	Feb. & 2	Aug.	New York.	1901	-	lst Mort. "	600,000	7	May & Nov.	16 16	1900	1
1st Mortgage	1.092,00				New York.	1892	***	2d Mortgage Equipment Mortgage	1,100,000		April & Oct.	4 4	1889 1879	
2d Mortgage	590,00	7	Jan. &	July.	and the same	1903		Madison and Portage:	150,000	1	0116		AMPE	1
1st Mortgage (\$20,000 pr. m.) ike Shore & Michigan South'n.	1,438,20	7	* Jan. & J	July.	New York.	1897		1st Mort., guar. by Chl. and Sup.	600,000	70	April & Oct.	New York.	1890	1
sinking Fund Mortgage	1,146,00	7	April &	Ont	New York.	1879		Maine Central: Consolidated Mortgage	1,680,500	6	April & Oct.	Boston.	1912	1
Sinking Fund Mortgage	6,680,00	1 99	J. A. J.	& O.	4 4	1900	1081	\$1,100,000 Loan, tax free	756 800	6	Jan. & July.	DIMES AND DO	1898	M
Consol. Mort., S.F., Coupor	0,080,00	1 .	Jan. & J	July.	4 4	1900	1064	Extension (gold) Loan 1st Mort. (Belfast & Moosehead)	496,500	6	May & Nov.	Belfast & Bost	1900	1
2d Consol. Mort. for \$25,000,000. Bonds of 1882 (Reg. & Coupon)	9,105,00		April &			1903 1882		\$1,100,000 (A. & Ken.) Loan		6		Boston,	190-19	al.
Lake Shore Dividend Bonds	1.442.00	0 7	- 44	44	4 4	1899	107	lat Mortgage (Portland & Ken.	217,300	6	April & Oct.	Augusta,	1886	122
Reg. Mort. (Clev., Pain. & Ash.)	1,000,00		Jan. & April &			1880 1892		Consol. (Port. & Kennebec.) Loan 2d Mort. (Somerset & Kennebec	1,166,700	6	June & Dec.	Boston.	1875	E !
st Mort. (Mich. 8 . & Nor. Ind.)	5,256,00		May &			1885		let Mort. (Leeds & Farm'gton)	633,000	0 6	Jan. & July	division of the leading like	1901	11 2
d Mort. ("	2,682,30	6 7	- 44	46	4 4	1877		Bath (Androscoggin) Loan	425,000	6	REAL TOWN		1891	1
at Mort. (Cleveland & Toledo)	1,595,00		Jan. & J		64 66	1886		Mansfield & Framing, (B.C.&F.)	300,000	0 7	Jan, & July.	Boston.	1880	4
Mort. Bonds (Buffalo and Erie)	200,00	0 7	Jan. &	July.	64 44	1882		lst Mortgage, guaranteed Marietta and Cincinnati:				M. Allbert Y.	Com	1
Mort. Bonds ("	300,00		March &		66 66	1886		lat Mortgage, Sterling	2,450,00	0 7	* Feb. & Aug.	London. Baltimore,	1891	24
Mort. Bonds (" Toledo)	2,850,90 924,00		Feb. &			1898 1906		1st Mortgage Dollar	2,500 00	0 7	May & Nov.		1896	1
1st M. (Kalam. & White Pigeon)	400,00	0 7		July.	46	1890		3d Mortgage Dollar	3,000,00		Jan. & July	and affection	1900	
lst M. (School, & Three Rivers) lst M. (Kalamaz, & Schoolcraft)				48	11 11	1887 1887		4th Mortgage	2,004,00	0 7	May & Nov		1908 1888	14
1st M. (Kal., Ailegan & Gr. Rap.			. 44	66	4 4	1888		Marietta, Pittsburg & Cleveland:		1		residented from	2914700	
lst M. (Jamestown & Franklin)	433,00		Tuna 6	H	4 4	var		Let Mortgage gold	1,500,00	0 7	* Feb. & Aug	New York	1895	10
2d M. (" ke Shore & Tuscarawas Valley	500,00	0 7	June &	Dec.	100000000	1894		1st Mortgage (Marq. & Ont.).	1,760,00	0 8	Jun. & Dec	New York	1892	1/4
let Mortgage gold	2,000,00		* April &	Oct.	Cleveland, O	. 1901	1	lst Mortgage (Marq. & Ont.). lst Mort. (Houghton and Ont.) Consolidated Mortgage	. 2,000,00	0 8	Jan. & July	on an bion	1892	M
2d Mortgage, for \$1,000,000 Elyria and Black Riv. b'ds ass'd	180,00		May &	Non		1892	****	Massawippi Valley (O. & P. R.)	1,454,00	08-	Various.	1 & at (1) 2 m	92-'0	19
ake Superior & Mississippi:	16 THEFT	1	1			JUN-1303	111	Massawippi Valley (O. & P. R.): 1st Mortgage guaranteed. Maryland and Delaware:	400,00	0 6	Jan. & July	Boston.	1889	3
1st Mort. skg fund gold tax free			Jan. &	July.	NYBost,-Pl	1896	204	Maryland and Delaware:	850,00	0 6	May & Nov	Boston.	1885	v
Income Bonds	3,200,00	0 10	April &	OCL.	4 4 4			1st Mortgage	. 150,00			Donion.	1889	1
wrence (P. Ft. W. & Chi.):	100	1	1 1 min = 1		110-11-22-5	12.	-	massillon & Cleve. (C.M. V.& D.)	1	N. A. Miller	in the same	W 100	1
1st Mortgage, guaranteed eavenworth, Atch. & N. West'n	355,00	0 7	Feb. &	Ang	New York.	1895	****	1st Mortgage guaranteed, gold. Maysville and Lexington:	100,00	9	Jan. & July	New York.	1890	360
1st Mort. guar. by Pac. of Mo	500,00	0 7	April &	Oct	New York.	1899		1st Mortgage	. 500,00	0 7	Jan, & July	New York.	1890	2.0
eaven., Lawrence & Galveston:	F 000 00	0 10	Ton &	Tulo	N V & Don	1000	214	Memphis and Charleston: 1st Mortgage, Convertible	1,293,00	0 7	March & Sept	Now Work	1880	14
1st Mort. skg fund conv., gold 1st Mort.(K. C. & San. Fe)guar	720.00	0 10	May &	Nov.	N. Y. & Boston.	1890	219	2d Mortgage		0 1	Jan. & July		1885	3
1st Mort. (Southern Kan.) guar				Dec		1891		Tennessee State Loan	1,814,14	2 6	66 66	4		34
ehigh and Lackawanna: 1st Mortgage tax free	. 300,00	0 2	Feb &	Ana	Philadelphia	1897		Income Bonds	. 000,00	0 10	March & Sept	blog :	73-7	78
ehigh Valley:	000,00	1	THE REAL PROPERTY.		Maria Santa	100		1st Mortgage (Land Grant)	1,300,00		May & Nov	. New York.	1890	
1st Mortgage (new loan)	5,000,00	0 5	June &	Dec	. Philadelphia	1898	1084	2d Mortgage	1,000,00	0 8		D. D. POT VI	2.A.	la.
1st Mortgage (")reg 2d Mortgage for \$6,000.000	6,000,00	1 3	March &	Sept	- 46	1910	111	Michigan Air Line (Mich. Cent.) 1st Mort. (South BendDiv.) assu	200,00	0 8	May and Nov	New York.	1890	M
2d Mortgage for \$6,000,000 Gleneral Mort. for \$40,000,000.	5,000,00	0 6	June &		46	1928	94	Michigan Central:		1	AUDIO.	Thomas a	100000	37
General Mort., registered Ewisb. Centre & Spruce C. (P& E)			3* "	44	den 40 H	1928	944	1st Mortgage, convertible	1,508,00	0 8	April & Oct	Boston,	1882 1882	30
lst Mortgage	1,545,00	0	May &	Nov	. Philadelphis	. 1902		1st Mortgage sinking fund conv Consol. Mortgage for \$10,000,000	0 8,000,00	0 7	May & Nov	New York,	1902	16
exington & St. Louis (A.&P.):	000.00		Tone &	D	Now Vork	1000	A Trus	1st Mort. (Mich. Air Line)assu'e Equipment Bonds for \$800,000.	1 1,900,00	0 8	Jan. & July Apr. and Oct	N. Y. & Bos	1890	1
Ist Mortgage goldttle Miami:	900,00	0	June &	Dec	. New York.	1899	****	Michigan Lake Shore:		9	Apr. and Oct	A. I. & DOB	1000	M
1st Mortgage	. 1,490,00		May &	Nov	New York.	1888		1st Mortgage	. 800,00	9 8	Jan. & July	. New York.	1889	M
Street Connection Bonds Cincinnati Loan	929,00		B May &	July	Cincinnati.	1894 1880		Mich. So. and North'n Indiana: 1st Mort. assum'd by L.S.&M.S	5,256,00	0 7	May & Nov	New York.	1886	W.
ttle Rock and Fort Smith:	Ar all alles	1	The state of the			un talkers	in i	2d Mort.	2,682,00	0 7	4 4	LITTLE FOR STATE	1885	H
1st Mortgage gold Land Grant sinking fund	. 3,500,00			July	N. Y. & Bos		40	Middletown, Unionv. & W. Gap	400.00	1 .	Way & Non	Now York	1000	41
Land Grant sinking fund ittle Rock, Pine Bl. & N.Orlean	2,000,00	10	7 4		12	1905	40	1st Mortgage tax free Midland of Canada:	400,00	11	W. M.Co.	New Yark.	1886	4
lst Mortgage	. 750,00	100	Apr. and	1 Oct	New York.	1900	4	1st Mortgage sterling £335,000.	. 1,675,00	0 6	May & Nov	Londen	1896	
lst Mortgage	MEGE				. Philadelphia	186 De	101	Midland Pacific: 1st Mortgage gold, tax free	1,100,00	0 .	Feb. & Aug	New York.	1899	起
oganaport, Crawt, & Sweet Ind		10	Apr. and	UCI	- I maderpair	1011	101	Mifflin and Centre Co. (Pa.):	Section March	2 0	0.00	10.5 10.00 10.00		3
let Martgage gold	. 1 1 500 O	100	8* F. M. A.	& N	New York	1900		lst Mortgage	. 200,00	0 6	Feb. & Aug	. Philadelphia	1897	3
ong Island:	500,00	1	00 100 100		1 /5 , 6 A TOW	1875	A 32	See Chicago, M.l. & St. Paul	V. 1/12	1	04,000,2		WHO!	1
ong Island: 1st Mortgage	175,0	00	7 Feb. &	Aus	Z. Philadelphia	1890		Milwaukee, Lake Sh & Western	day old	2	Outer Change	l'our's liver il	1 1761	id.
lst Mortgage (Glen Cove Br.) General Mortgage	150,0	00	May &	No	7. 44	1893	M Mis	1st Mortgage	. 3,000,00	0	June & Dec	New TE.	1902	01
General Mortgageoutsiana & Mo. Riv. (Ch. & Al	775,0	10	7 "	54	New York	1899	163	Milwaukee and Northern lst Mortgage	1,625,00	6	June & Dec	New York,	1890	0
1st Mortgage	4,300,0	00	7 Feb. &	Aug	New York	1900	88	Minaval Point:	1	e 100	100 600 t 300	000 E8 NO. 550	. Sant	15
ouisville, Paducah and S. W.:	al Abra	0 9	000.001 1		- consequent	Limit	all offi	1st Mortgage	. 220,00	L at	Jan. & July	Detroit	1890	1
1st Mortgage	3,000,0	N.	march &	Bep	New York	1890		let Mortgage gold, guarantoed.	ann a	3	Apr. and Oct		delication.	e.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	DHam	hen.	Payable.	in the same of	Due.	Price	Description of Bonds.	Amount.	Rate.	When.	Where.	Due	Delos
nneapolis &St. L (Nor. Pacific)	. 8		4	mile	elast for	ntaut	offic, t		N.O., Jack, & Gt. N. (N.O. StL. & C.):	2 000 000	-	T T.	W V-h	1886	
at Mortgage gold, guaranteed	700,000	70	R1,090.	& July	Magazina (J.)	TK. I	911	111	1st Mortgage \$3,000,000	3,000,000	8	Jan. & July. April & Oct.	New York.	1890	::
st Mort. gold, skg fd & tax free salssippi Cent.(N.O.StL.&Chi.): st Mortgage	20,000pm	7*	Jan.	& July	Detroit	L 1	890 .	•••	Consol. Mort. for \$8,000,000 New Orleans, Mobile and Texas:	3,000,000	7*	Jan. & July.		1912	1.
st Mortgage	1.012.500	7	May	& Nov	New Yo		74-184		1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	
O MOPLULOR	2.000.0001	- 76	Dreib.	& ABC	A THE PARTY OF THE	66 1			1st Mort. (N. Orleans to Texas)	7,250,000		4 4	New York.	1915 1915	1:
Peneral Mort. for \$8,000,000 gold seissippi, Quachita & Red Riv.:	3,708,500	7.	May	& Nov	19Erds		912	***	2d Mort. endorsed by Louisiana. New York, Boston and Montreal:	2,825,000		CT-S	12.00	3 400	1.
at Mortgage gold	2,040,000	74	Jan.	& July		1	900 : -		New York & Canada (D.&H.C.):	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	1.
st Mortgage gold	600,000	7	Amell	A 00	Memph	ia 1	876		let Mort, for £800,000, guar	4,000,000	6*	May & Nov.	London.	1904	1.
onsolidated Mortgage	1,254,000			& Oct	2 hate; 400 le	17	81-'93		New York Central & Hudson R.:					1	1
	430,547	100				res le		***	Bonds for B.& N.F. stk (")	74,500	6	May & Nov.	New York.	1883 1883	1
sissippi Valley and Western: t Mortgage \$20,000 p. m	800,000	7	Feb.	& Au	New Yo	ork.	902		Bonds for R.R. Stocks (")	592,000	6	4	16 . 46	1883	1
foun, lowa and Nebraska:	N A1-16	1 31	10/10/22	111.713	scundoct'y	100	010	100	Bonds for Real Ketate (")	162,000		Tuna & Des	4 4	1883 1887	1
Mortgage gold, sinking fund. souri, Kansas and Texas:	2,000,000	7*	June	& De			910	***	Bonds of 1854 renewed (2d Mort. (Hudson River) S. F	2,391,900 1,794,000		June & Dec.	44 44	1885	1
t Mort. (U.Pac.S.Br.) skg fund	3,220,000	64	Jan.	& July	New Yo		890		Bonds of 1871, tax free	1.950,000	7	April & Oct.	44	1891	1
Mort. (Tebo & Neosho) S.F	362,000	74	June	& De	. 44		903	574	lst Mort., coup. for \$80,000,000	18,465,000	7	Jan. & July.	66 66 66 66	1903 1903	1
onsol. Land Grant, skg fd gold dditional Consol. Mort	2,500,000	7	Feb.	& Au	44	44]	905		1st Mort. Sterling for £2,000,000	9,733,333	6*		London.	1903	١
urther Add. Consol. Mort	600,000	7	186	44	M. H. hop.	.4 1	1906		New York and Harlem:	A 2007 15		Web & Ami	Man Wash	1893	1
ouri River, Ft. Scott & Gulf:	8 000 000	10	Ton	A. Tesle	New Yo	nek	1889	62	Consolidated Mortgage of 1863 Sinking Fund Mortgage of 1861.	103,000		Jan. & July.	New York.	1881	1
Mortgage, Land Grant, S. F. Mortgage	2,000,000		April	& Ou	N. Y. &		1890		Consol. Mort. of 1872, coupou.)	10,500,000	1 70	May & Nov.	44 44	1900	
Mortgageiie and Girard.	10007		1				DHO!	100	Consol. Mort. of 1872, reg	1	7		45 (6	1900	4
THEO TOWN WOLLD STATE OF THE ST	377,000	8	Jan.	& July	New Yor		1889	****	N. York, Housatonic & Northern 1st Mortgage.	249,000	7*	April & Oct.	New York.	1902	1
Mortgage	88,500	8	- 45	46	Savann				New York, Kingston & Syracuse:	4	1	1 1	June Clark S.	1	
and Montgomery;			1				1900	100.10	1st Mort. for \$4,000,000	2,500,000	7*	Jan. & July.	New York	1902	
Mort, endor, by State of Ala. Mortgage	2,434,000 800,000		May	& No	v. New Y		1900		New York, N. Haven & Hartford: 1st Mort. (Harlem & Portchester	2,000,000	7		New York.	1903	
pile and Ohio:	300,000	1	5,00		a manufacture	Alle y	inie-	V.25	New York and New England:		1		m-2		
Mortgage Sterling	5,686 000	6	May	& No	v. Mob. & I	Lond.	1883		1st mortgage, old	923,000 243,000		March & Sept.	Boston.	1884	
terest bonds			64	44	Mobil	0.	76-183		1st mortgage, new New York and Oswego Midland	0.000		10.054.17			
ering interest bonds	709,920	6	6 4	46	Londo	on.			18t Mortgage gold, tax free	2,500,000		Jan. & July.	New York	1894 1895	
ennessee Substitution Bonds. pecial Mort. (Gainesville Br'h)	1,688,000	7	Jan.	& Jul	y. N.Y. & I Wobil		1901		2d Mortgage convertible		77	May & Nov.	44	1896	
Mortgage	1,453,858	8	may	& No	1 11 14	10000	1877		3d Mort., Equipment	3,800,000	7		66		
onsol. Mort. for \$15,000,000		17	* Jan.	& Jui	y. N. Y. &]			****	lat Mort., (West. Extension)	2,425,000 1,200,000		***************************************	4	****	
onvertible 9 per cent, bonds itelair (N. Y. and O. Mid.):	977,550	8	M. J	f. S. & 1	New Y	ork.	****	****	New York, Providence & Boston	Limosiaa	7				
Mortgage gold, guar	2,800,000	7	* Marc	h & Ser	L. New Y	ork.			1st Mortgage	76,00		Feb. & Aug		1878	
Mortgage	780,000	7		,	4	4	****		Extension Bonds	250,00 831,00	6 7	Jan. & July	4	1899	1
ntgomery and Krie (Erie):	888,400	1 3	4555	******	100	11 190		****	Norfolk & Petersburg(A.M.&O.)			ball. a buly		1000	
t Mortgage	127,000	7	May	& No	v. New Y	ork.	1888		lat Mortgage	306,00		Jan. & July	New York.	1877	
	47,000	3	Apri	1 & O	t. "	46	1887		1st Mortgage2d Mortgage	157,00 454,00		4 4	Norfolk.	1877 1893	
ntgomery and Eufaula: t Mortgage end. by Ala. gold.	1,040,000		" Mare	h & Bey	L New Y	ork.	1886		North Carolina:						
Mortgage not endorsed	830,000			and De		,44	1900		lst Mortgage	375,00	0 8	May & Nov	Co's Shops, NC	1878	
nticelle and Port Jervis:	500,000		T A	. J. &	O. New Y	ork.	1890		North Eastern (S. Car.): 1st Mortgage	820,00	0 8	March & Sept	. Charleston.	1899	
rris and Essex (D. L. & W.):	200,000	1	J. A	. J. W	A 30 35 30	PAN DAN	1. 11-0		ad Mortgage	282,50	C 8	4 4	44	1899	
at Mortgage sinking fund, guar	5,000,000			& No		ork.	1914 1891	116	North Missouri (St.L., K.C. & N. 1st Mortgage):	0 7	Jan. & July	New York.	1895	
d Mortgage guar Jonvertible bonds	384,000			& Au	8 4	46	1900	ree.	North Pennsylvania:		1	1	A CONTRACTOR		
Jonstruction bonds	. 573,000	0 1	Feb.	and Au	g u	. 4.	1889	100	1st Mortgage	1,930,50				1885	
Fen'l M. (1st on Boonton Br.) gr	4,991,000			il & O		44	1901	100	2d Mortgage	1,500,00 2,035,00		Jan. & July		1896 1903	
pecial Mortgage	1,025,000 r 3,239,000			4 De	0.0	66	1915	90	North Shore (Flush., N.S. &Cent):				1	
shville, Chattanooga &St. Louis	K .				**	ZOAT IN	184 'QQ	7072	Northern Central:	135,00	0 7	Feb. & Aug	New York.	1887	
mt Mort, endorsed by Tenn	1,100,00		Jan.	& Ju	y. New Y	OYK.	'74-'83 '81-'91		1st Mortgage, Md. State loan.		0 8	J. A. J. & C	. Annapolis.	Irred	d
d Mort (Hele by U. S. Gov.). New Mortgage	1,000,00					O is	1918	924	2d Mortgage S. F. Coupen	1,490,00	0 6	Jan. & July	. Baltimore.	1885	
MINVIEW AND LICEUTUR (LACENBER.	10	1	1		Nom W	ork	1900	1	8d Mortgage Coupon	1,126,00	0 6	April & Oct	Baltimore	1900	
st Mortgage sinking fund, gua d Mortgage gold	208 00			il & O	y. New Y ct. Nashv		1887	92	Mortgage coupon	205,00	0 6	* April & Oc	. "	1900	
shua and Lowell:					1 - 1 0		THE REAL PROPERTY.	100	Consol. General Mort. S. F	2,925,00	0 6	* Jan. & July	Lond. & Ball	. 1904	
londs for freight depot	200,00	0	6" Feb	& At	g. Bosto	on.	1892	102	Becond General Mort, coupon,	3,000,00	0 6		Baltimore.	1926 1926	
wark & New York (C. of N.J. at Mortgage guar.	600,00	0	7 Jan	& Ju	ly. New Y	Tork.	1891		Northern New Jersey (Erie): 1st Mortgage skg fd guar	-,,,,,,,		- Van			
st Mortgage guar wark, Somerset & Straitsville	1: (2.3		1		Maria III Carri		1000	1	1st Mortgage skg fd guar Northern Pacific:	400,00	0 7	Jan. & July	Jersey City.	1878	
st Mortgage gold	800,00	10	7" Maj	y & N	ov. New 1	OFK	1889	98	lst Mort. on R.R. & lands gold.	30.097.60	0 7.5	Jan. & Jul	New York.	1900	
at Mort. (New Bed. & Taunto	171,50	00	6 Jan	. & Ju	ly. Bost	on.	1881	981	Northwestern Virginia:			J. Ch	I Landon Bridge	No. 1	
st Mort. (New Bed. & Taunton New Issue for \$360 000	400,00	00	7 6	OR DOTT	4		1894	105	3d Mort., assumed by B. and C. Northwestern Union (C. & N. W.	140,00	10	Jan. & July	Baltimore.	1885	
w Haven and Derby:	525,00	10	7 . 4	arious.	New H	laven.	98-100)	1st Mortgage	3,500,0	00 7	* March & Sep	t. New York.	1917	
w H., Middlet'n & Williman.					1000		1	1	Norwich & Worcester B.H.& E. 1st Mort. Mass. Loan, skg. fd.):					
at Mortgage (coup. & reg)	3,000,00			y & N		York.	1889		1st Mort. Mass. Loan, skg. fd. Construction Bonds	400,0	100	Jan. & Jul. March & Sep	Boston.	1877	
d Mortgage	2,000,00	UU	SOUTH		M. Dal Qui	100768	1001		Nyack and Northern:	1000		10001	1	Tarra .	
st Mortgage	1 000,00	00	7 Jan	. & Ju	ly. N. Y. &	N. H	. 1899		lat Mortgage	150,0	00	Jan. & Jul	New York.	1890	1
st Mortgage Convertible bonds, tax free Holyoke and Westneld bonds	750,00	00	6 Ap	ril & C	et.	6	1891				00	Jan. & Jul	Boston.	1878	,
w Jersey Midland (NY.kOM	.):	00	7 "			DINE S	A DOLLAR		Equipment Mortgage	200,0	00	8 4 4	44	1879	•
st Mortgage gold, guar	8,900,0		7" Fel	b. & A	ng. New	York.	1895		Sinking Fund Bonds	400,0	00	March & Sep	t. "	1890	1
Mortgage	1,500,0		7 "	1.1	20 1 Tot 1	sion or	1881		Consolidated Mort Bonds	3,067,0	00	7 Jan. & Jul	y. New York	1898	,
let Mortgage.	500,0	00	7+ Ma	rch & S	ept. N.Y. or	Lond	1. 1893		Consolidated S. F. Mortgage.	3,478,0	00	7 4 4	46 66	1898	3
ew Jorsey Southern:	300,0	-	100				Cal Davis		Equipment Mortgage Equipment Mortgage Sinking Fund Bonds Ohio and Mississippi: Consolidated Mort, Bonds Consolidated Mort, Sterling: 2d Consol, Mort, & S. F. Bonds	112,0	00	70 4 4	London.	1898	
lat Mortgage Let Mort, (Tom's River Brand	2,000,0		7 Ma	y & N	ov. New	York.	1889	21	Income and Funded Debt Boa	ds 174,0	00	7 April & Oc	New York	1911	
at Mort, (Tom's River Branc	h) 120.0		6 Ap	rch & S	ont.		1881		Debenture Sinking Fund Bon	ds 140,0	00	7 May & No	v. New York	1883	3
2d Mor'gage	5,300,0	130	7 AT	oril &	Oct.	4	1903		1st Mort. (Springfield Division	1,915,0		7 May & No	V. 4 46	1905	j
Income Mortgage	750,0	00	7 6	2.1	6 Dyyman		1881			1,000,0	100	6 March & Se	b. Boston.	1896	8
let Mort gold for 43 000 and	3,000,0	100	74 16	y & 1	lev. New	York.	1903		Plain Bonds	32,0	000	5 4 4	4	1884	4
1st Mort gold, for \$3,000,000.	1	133	1 (4) (UC)		Oct. New	2 - 4 - 18;	10000	A PRE	Plain Bonds New Bonds for \$3,000,000	1,450,0	1000	Feb. & At March & Se Feb. and At	ig.	1897 1894	
lat Mortgage		000		THE PARTY.	COLUMN TWO IS NOT THE OWNER.	wer brighted	1885			1 1 800 6	arathi	T IMARON A NO	NE 5	1 1 8344	ø

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Wh		Payable. Where.	Due	Price	Description of Bonds.	Amount.	Rate	Interest When.	Where.	Due	1
ll Creek (Pittsb., T. & Buffalo):		_		-	DUT. 3.1.31	1000	-	Philadelphia, Wilmington & Balt.:			3	nd is bury	1004	1
lst Mortgage	580,000	7	April &	Uct.	Philadelphia.	1896	86	Loan of 1867	265,000 1,000,000	6	Jan. & July. April & Oct.	Phila. & Bost.	1884	1
1st Mort. Land Grant, Gold	16,000pm	7.3*	Jan. &	July.	New York.	1901		Loan of 1872.	1,000,000	6	4	THE BEST OF THE	1892	3
maha and Southwestern:	1,034,000	8	June &	Dec	Boston.	1896	974	Loan of 1875 Pickering Valley (Phila. & Rdg):	800,000	8	Mail Committee		1900	Ť
lst Mortgage \$20,000 p. m range, Alex. and Manassas— See Wash. C., Va. Mid. & Gt. So.	2,000		0 440	2000	DOSCOLLS	-		1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia.	1900	1
See Wash. C., Va. Mid. &Gt. So. regon and California:		.00	1/200	12(9)	dur Immira	1.771	1/1	1st Mortgage, guaranteed Pittsburg, Cin. & St. Louis (Pa.):	775,000	7	Jan. & July.	Philadelphia.	1890	4
1st Mortgage gold	10,950,000	7*	April d	c Oct.	New York.			lst Mort. (Col. & Newark Div.) lst Mort. (Steub. & Ind.) conv	3,000,000	6	Monthly.	New York. Philadelphia.	1884	T
1st Mortgage gold	000,000	10	Ton &	Tule	New York	1888		Consol. Mortgage for \$10,000,000. Consolidated 2d Mortgage Pittsburg, Ft. Wayne & Chicago:	5,000,000	7	Feb. & Aug. April & Oct.	Philadelphia.	1890 1918	4
1st Mortgage (5-20 years) shkosh & Miss. (C.,M. & S. P.):	200,000	10	Jan. &	outy.	New York.	1		Pittsburg, Ft. Wayne & Chicago:	5,000,000		April & Ook	CONTRACTOR STORE	TATO	
lst Mortgage wego and Rome (R.W. & O.):	240,000	8	Jan. &	July.	New York.	1891		I Int Mortgage (Beries A)	010,000	7	Jan. & July.	New York.	1912	1
lst Mortgage	500,000	7	May &	Nov.	New York.	1916		1st Mortgage (Series B)	875,000 875,000	7	Feb. & Aug. March & Sept.	44 44	1912 1912	1
income mortgage	112,100	6	Feb. &	Aug.		1891		1st Mortgage (Series D)	875,000	7	April & Oct.		1912	i
wego and Syracuse(D.L.& W.)	201,000	7	May &	Nov	New York.	1885	1	1st Mortgage (Series E)	875,000 875,000	7	May & Nov. June & Dec.	u u	1912 1912	ä
st Mortgage, guaranteedtawa, Oswego & Fox River:			may a	1404	THOW TOLK.	av et		20 Mortgage (Series tr)	000,000	7	Jan. & July.	4 4	1912	ü
st Mortgage guar. by C., B.& Q. vensboro' and Bussellville.	1,079,000	8	Jan. &	July.	N.Y. & Bost	1900	106	2d Mortgage (Series H) 2d Mortgage (Series I)	860,000 860,000	7	Feb. & Aug. March & Sept.	4 4	1912	N
st Mortgage for \$1,500,000	1,500,000	8	Feb. &	Ang	New York.	1892		2d Mortgage (Series I)	1 000,000	7	April & Oct.	EM A TA	1912	ğ
st Mortgage for \$1,500,000		1			W. I.C. N.	Land I	A STORES	2d Mortgage (Series L)	860,000	7	May & Nov. June & Dec.	4 4	1912	
st Mortgage gold	7,000,000 2,650,000	7		Aug	New York.	1888	98	2d Mortgage (Series M)	2,000,000		June & Dec.	4	1912	P
d Mortgage sinking fundd Mortgage	4,000,000		May &	Nov.		1002	1	3d Mortgage	100,000		April & Oct. Jan. & July.	New York.	1887	
to Louis County Dept.	100,000	7	Mont	hly.	St. Louis,	1885		Equipment bonds	1,000,000	8	March & Sept.	Congress Steams	1884	
teal Estate Bondsst Mort. (Carondelet Branch).	800,000		May &	Nov	New York.	1892		Pittsburg, Va. and Charleston:	700,000	7	April & Oct	New York.	1902	
lucah and Memphis:		1			Land of the land	1	1	lst Mortgage Pittsburg, Wash'gton & Baltimore 1st Mort. (Pittsb. & Conn'lsville	100,000	1	DIE	att han someon	to A cont	
st Mortgage gold for \$2,805,000	. 1,541,000	7	Feb. &	Aug	New York.	1902		1st Mort. (Pittsb. &Conn'lsville	4,000,000		Jan. & July	Baltimore.	1898	
nama: Jeneral Mortgage, stg £597,800	2,889,330	7	* April	& Oct	London.	1897	1	2d Mort. do. (Balt. Loan) 1st Mort. (Turtle Cr. Div.10i m	5,000,000	6	Feb. & Aug	Pittsburg.	1902	
ris and Decatur:		1.			and the same of the	1		Real Estate Mortgage	100,000			Baltimore.	1888	
st Mortgage gold, S. F	1,200,000	7	Jan. &	July	N. Y. & Lond	1. 1892		Plymouth, Kankakee & Pacific:	20,000 pm	7	Jan. & July	New York.	1901	
terson and Newark (Erie): st Mortgage guaranteed	. 500,000	7	Jan. &	July	New York.	1878		1st Mortgage for \$3,600,000 Port Huron and Lake Michigan	20,000 pu	1	out a outy	MOW FORE	1001	
kin, Lanc. & Decatur(TW&W)	13	1 -	1	-	1,109		1 33	1st Mortgage gold, for \$1,800,000	1,800,000	79	May & Nov	New York,	1899	
st Mortgage, guaranteed mberton & Hights.(UC of NJ)	1,076,000	7	Feb. &	Aug	New York.	1900	60	Portland & Ogdensb.(Me.& N.H.) 1st Mort. (Maine Section) gold.	800,000	6	Jan. & July	Boston.	1900	į
st Mortgage guaranteed	160,000	7	Jan. &	July	. Philadelphia	. 1889	105	Consol. Mort. gold, for \$3,300,00			May & Nov		1901	
ninsular (Mich.) Railway:				-		Total .	OD.	Portland and Ogdensburg(Vt.):		1	100	optimization)	1891	
st Mortgage gold(S.F.)1st serie st Mortgage gold (S.F.)2d serie	1,800,000 2,000,000		* May a	.Nov	N.Y. or Lon	1900		1st Mortgage gold, for \$2,300,00 Portland and Oxford Central:	1,200,000	10	May & Nov	M. I. & BOHL	TONT	ı
Mortgage	540,000		Feb. ar	d Aug	New York.			1st Mortgage of 1863	250,000	6	Jan. & July	Portland.	1883	
nnsylvania:	4,970,000	6	Jan. 4	Tale	Philadelphia	1990	105	Portland and Rochester:	700,00	6	Jan. & July	Boston.	1887	
st Mort. (Harrisb'g to Pittsb'g Jeneral Mortgage		1 6	J. A. J	. & O	Philadelphia	1910	107	1st Mort.(Portland Loan)skg for lst Mortgage (equal lien)	100,00	7			1887	
leneral Mortgage, registered.	19,999,760	1 9				INCHA	108	1st Mortgage (equal lien) 2d Mort. (Portland Loan)	396,50	6	Mar. & Sept		1891	į
Consolidated Mortgage State lien for \$7,500,000, skg f	29,250,000 d 4,795,106		Jan. &			1905	91	Port Royal (B. C.):	A CARRELL	7	May & Nov	N.Y. & Lond	1880	
nnsylvania Coal:	1					243	-	1st Mortgage gold, skg f'd 1st Mort, gold, guar, by Ga.R. I	\$ 500,00	7	" "	4 4	1889	Ē
st Mortgage	487,500	0 7	Feb. ar	id Aug	New York.	1881		Portsmouth, Gt. Falls & Conway		7	Tune and Dag	D. Controll	1893	ĺ
ennsylvania and Delaware: lst Mortgage	1,083,000	0 7	Feb. 4	· Au	Philadelphia	1903		1st Mort., guar. by Eastern R.R. Pougkeepsie and Eastern:	012,00	1:	June and Dec	. Boston.	1000	į
d Mortgage	519,000			& Oct	. "	1903		1st Mort. gold, conv. & tax free.	644,50		Jan. & July	New York.	1910	ĺ
nnsylvania & New York(L.V.	1,500,000	0 7	June 4	b Do	Philadelphia	1896	109	2d Mortgage Providence and Worcester:	. 78,00	9 7		BUTT WORLD	****	
ist Mortgage guaranteed	1,500,00		" "	"	4 madespine	1906		1st Mortgage	500,00		Jan. & July	. Providence.	1880	ĺ,
oria & Bureau Val(C.R.I.& P.)		Y	7.1.	. N	1000	It was	Stoughton Branch bonds	. 1,000,00	0 6		O I'V CREMENT AS	****	
st Mortgage guaranteed oria & Hannibal (C. B. & Q.):	600,00	0 8	Jan. 4	July	New York.	1877	****	Quincy, Alton and St. Louis:	1.000.00	7	May & Nov	Philadelphia	1882	į
lst Mortgage, traffic guarantee.	277,00	0 8	Jan. &	July	Boston.	1878	101	Quincy and Palmyra:				Character Process	on di	
ora, Pekin and Jacksonville:			Ton 4	. Tools	Most Voule	1004	to and	1st Mort. assumed by H. &StJo	500,00	8	Feb. & Aug	New York.	1892	i
lst Mortgage 2d Mort. conv., and tax free	1,000,00		Jan. 4 April	& Oc	New York	1894		Quincy and Toledo (T., W.& W.)	500,00	0 7	May & Nov	New York.	1890	i
oria and Rock Island:			1		August Market	116 10		1st Mortgage, guaranteed Quincy & Warsaw (C. B. & Q.):				Antique to mile	69.08	Ł
lst Mort. gold, conv. & tax free	1,500,00	0 17	Feb. d	Aug	y. N.Y. & Lone	1. 1900		1st Mortgage, guaranteed	720,00	0 8	Jan. & July	Boston.	1890	į
2d Mortgage erkiomen (Phila. and Rdg):	100,00	"	awrr. a	o our	y. New Luik	1500	1	1st Mort., Coupon, guaranteed.	650,00	0 7	March & Sept	New York.	1882	i
lst Mortgage, guaranteed	619,00	0 6	April	& Oc	t. Philadelphia	1897	70	2d Mort., Coupon, guaranteed. Rensselaer and Saratoga:	350,00	0 7	June & Dec		1884	
etersburg: lst Mortgage (instalments)	341,50	0 5	Jan. d	July	New York	179-1	84	11 2d Mortgage	. 1 200.00	7	Jan. & July	Troy.	1890	ĺ
2d Mortgage	500,00	0	8 4	44	4 4	1902		3d Mortgage	150,00	7	4		1887	١
madelphia and Au. Oity:			Jan. 8	· Fact	Philadelphia	1907	1	3d Mortgage 1st Mort. (Saratoga & Whitehall 1st Mort. (Troy, Salem & Rut.)	400,00	7 7	March & Sept May and Nov	New York	1896 1890	ĺ
Mortgage for \$500,000 niladelphia and Baltimore Cen		٦	Jan. 8	July	y. I madelpha	1.1001		1st Mortgage (Glenn's Falls)	125,00	7	Jan. & July	4 4	1894	ĺ
at Mortgage (Penn. Div. 361 m	800.00	0 1	Jan. d	b July	y. Philadelphia	1879		Consol. Mort. for \$2,000,000	1,768,50	0 7	May and Nov		1921	
let Mortgage (Md. Div. 91 m.).	400,00	0	6 "	44		1891		New Gen't Mort. for \$6,000,000 Richmond and Danville.	1,092,00	0 6		A Same		ı
st Mortgage (Md. Div. 9; m.). 2d Mortgage (Pa. & Md. 46 m.) niladelphia and Erie (Penn.);	400,00				1	- a - O	A Chal	Virginia State Loan, sky fund.	. 600,00	0 6	Jan. & July	Richmond.	1880	
ist Mort, (Bundury & Erie 40r	0) 1,000,00	0		nd Oc	t. Philadelphia	1877	100	Virginia State guar. bonds	157,80 500,00	0 6		HAVE TO BEEN IN	1875	è
lst Mortgage	3,000,00	00	Jan.	k Jul	v. 4	1881	164	lst Mort. (Peidmont Branch)	500,00	0 6	April & Oct	N. Y. or Rich	1888	
d Mortgage	7,652,00	00	6* 4	4	Phil. or Lon			Consolidated Mortgage	1,766,00	0 6	May and Nov	New York.	175-18	8
madeiphus and Keading:	A contract	1			10	to trade	1	Rich., Frederickburg & Petomac	" A while	1	MILOROLE NATION	COUNTRIES OF AUGUST	402/n	
Loan of 1868, debenture Mort. Loans of 1843-44-48 & 4	9. 1,138,40 9. 1,510,50		6 Jan. 6	Jul	y. Philadelphi	1893 1880		Sterling Loan	175,42	8 7	Jan. & July	Richmond.	1875	j
Mortgage Loan of 1868	2,700,00	00	7 Apr. 8			1893	108	Dollar Loan, Coupon	450,00	0 8	. 4	a span de atres a	1875 1881	j
Mortgage Loan of 1836 stg	182,40	00	6* Jan. 6	L Jul	y. London.	1880			124,48	9	various.	- utiliar anti-A	1875	1
Mortgage Loan of 1843 stg Mortgage Loan of 1836 stg	967,20	00	7* "	46		1880		ll 1st Mortgage (Coupon)	. 175,00		Apr. and Oct	Richmond.	180-18	
Dollar coupon.	7,300,00	00	7 June	& De	The second second	a. 1911	102	New mortgage of 1875	81,00		May & Nov		1916	
Consolidated Dollar register	ed 3,358,00		7 "	66	16	1911	102	Hockford, R. Island & St. Louis	9,000,00	0 2	Feb. & Aug	N.Y. A Land	1010	į
Mortgage June 1, 1871. Gold or stg cou	p. 7,000,00 663,00		8* tt	66	Phil. or Lon	1911		Rome, Watertown & Ogdensb.:	3,000,00	7'	Post - Au	The Lond	1.010	ĺ
Dollar coupon.	305,00	100	8. II	66	Philadelphi	a. 1911		. 1st Mortgage, (W.&R.)Skg Fun	d 799,99	0 7	March & Bop	New York.	1880	j
New deben. loan, conv	10,500,00	00	7 Jan.	k Jul	y. // "	1893	07	2d Mortgage	. 460,00 1,050,50	0 7	Jan. & July June & Do		1909	i
New Improvement Mort. Loa Gen'l Mort. stg. S.F. (\$60,000,00	0) 9,900.00	00	6* Jan.	k Jul	V. " OF LOD	1908		. Consol. Mort. conv. till 1879	3,000,00	0 7	Apr. and Oc		1891	ĺ
Gen'l Mort. stg. S.F. (\$60,000,00 Mort. (Coal and Iron Co.) gua	r. 13,192,50	00	7 Va	ious,		1892		Rutland (Cent. Vt. & Vt. & Can.):	311	Delatible Lawrence	SERVICE OF SERVICE	150/21	
ittsburg, Titusville & Buffalo: 1st mortgage	ha Sohn	410	Web .		Ditte datate	1,00	-	Equipment Mortgage, tax free	500,00	6	May and Not March & Sep	Boston.	1880	Ì
Funding income	300,00	S .	1500	~ Au	R. turmerarbuf	a. 1896		Equipment Mortgage	1.500.00	0	March & Sep May and No	Tratication on	11000	ŝ

AMERICAN RATEROAD BOND LISTA

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bends.	Amount.	Kate	When.	Where	Due.	Price.	Description of Bonds.	Amount.	R	When.	Where.	Due.	1
aginaw Valley and St. Louis:		-	1 Hatell	Windogona	and to	I R	South Carolina:	8		2. E(0)(E)	a water	10 2	-
lst Mortgage	348,600	8	May & Nov.	Saginaw.	1892		1st Mortgage Sterling	1,482,667		Jan. & July.	London.	182-188	
lat Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879		1st Mortgage (L.) currency	1,051,500	7	April & Oct.	New York.	78-'88 1902	1:
an Morts (")4	17,500	6			1879		2d Mort. for \$3,000,000 Domestic (I) Bonds Domestic (K) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	1.
Calais Loan (Lewey's Island).	115,000	6	June & Dec.	4	1876		Domestic (K) Bonds	63,500	6	Jan & July.	to an interest of	180-192	2
doseph & Denver Ulty: lst Mort. (E. D.) gold tax free lst M.(W.D)land grant, g'd tax f Joseph and St. Louis:	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899		South Georgia and Florida: 1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	1
lat M.(W.D)land grant, g'd tax fi	5,500,000	8*		1.46	1900		2d Mort. " " "	200,000	7	4 "	44.	1889	1
Joseph and St. Louis:	7 000 000		May & Nov.	New York	1893	201	South Mountain Iron(Cumb.Val):	900,000	6	Inno & Dog	Dhiladolabia	1888	1
Louis, Alton and Terre Haute	1,000,000	0	may & Mov.	Men Tolk	1000		1st Mortgage guaranteed 2d Mortgage for \$200,000	200,000 177,500		June & Dec. March & Sept.		1884	1
1st Mortgage skg f'd. (Series A 1st Mortgage skg f'd. (Series B	1,100,000		Jan. & July.	New York.	1894	110	2d Mortgage for \$200,000 South and North Alabama.			1-1-7-	10 31 10) and	6 6	1
int Mortgage sky fd. (Series B	1,100,000	7	April & Oct.	4 4	1894	110	1st Mort., endor. by Ala., gold Sterling Mort., guar. by L. & N. South Pacific (Atl. and Pac.)	391,000	8*	Jan. & July.		1890	1
2d Mortgage preferred (Series C 2d Mortgage preferred (Series D	1.400.000	7	Feb. & Aug. May & Nov.	. 44. 46.	1894	841	South Pacific (Atl. and Pac.)	£1,038,000		May & Nov.	London.	****	1
2d Mortgage Income (Series E	1,700,000			44	1884	70	1st Mortgage gold, assumed	7,189,500	6*	Jan. & July.	New York.	1888	-
Equipment Mortgage	300,000	10	March & Sept.	4 4	1894		South Shore (Mass.):	150,000	a	Amel & Oak	Dantes.	180-181	á
Equipment Mortgage E. Louis, Iron Mt. and Southern let Mort. (St. Louis & Iron Mt. 2d Mort. (4,000,000	7	Feb. & Aug.	New York.	1892	96	South Side, Va. (A., M. and O.):	150,000	6	April & Oct.	Boston	. on- o1	1
2d Mort. (" "	6,000,000	7*	May & Nov.	44	1897	70	lst preferred bonds	675,000		Jan. & July.	New York.	'84-'90	
1st Mort. L.G. (Arkansas Br'h	2,500,000	7*	June & Dec.	4 4	1897		2d preferred bonds	621,000		4 4	4 4	'84-'90 '84-'90	
1st Mort. (Cairo, Ark. & Tex. Consolidated Mortgage	1,500,000	7		4 4	1899		3d preferred bonds Southern Central (N.Y.):	452,800	0	1	dv.	04- 90	,
Louis Tacksonville & Chicago	10. 11.01.1		OX OF THE OWNER	Lik wic 20 W	0.004		1st Mortgage, skg fund conv	1,500,000		Feb. & Aug.	New York.	1890	4
1st Mortgage	2,929,000		April & Oct.	New York.	1894		2d Mortgage	600,000	7	March & Sept.	chit 2.4 Lpts	1882	
Id Mortgage City & North	548,000	7	Jan. & July.	and designed	1898		Southern Iowa and Cedar Rapids:	1,500,000	7	May & Nov.	New York.	1900	d
1at Mortgage (North Misseuri	6,000,000	7	Jan. & July.	New York.	1895	1014	lst Mortgage gold	1,000,000	1.	stay a 2404.	THOW TOLK.	1000	
THURSE CHARACTER OF REIL WE TON AND DADAGE	993,000		March & Sept.	44	1899		1st Mortgage (South Side R. R.)	750,000			New York.	1887	
Louis, Lawrence and Denver:	1.020.000	68	Jan. & July	New York.	1901	To t	2d Mort., Sink. Fund	1,500,000	7	May & Nov.	Small Plan	1900	
1st Mort, guar, by Atl, and Pac Louis and South Eastern:	1,020,000	0	Jan. & July.	MOW LUIK.	1		1st Mortgage land grant tax free	3,340,000		Apl. & Oct.	New York.	'78-'88	8
1st Mort. gold skg fund conv	2,207,000		May & Nov.	New York.	1894		2d Mortgage, land grant				3 3 4	1890	ĺ
1st M.(Evans.D.)gold skg f'd,coi	1,000,000		Ion & July	4 4	1896	****	Bouthern (Cal.) Pacific:		a	April & Oct.	Now Voul	escrete)	
lat Mort. (Evans., Hen. & Nash. Consol. Mort. Skg. Fund	2,000,000		Jan. & July.		1902		lst Mortgage gold for \$28,000,000. Southern Pennsylvania:	21,000,000		11	White Englished		
Louis, Van.& T. H. (T.H.&I.)		Ñ,	Day I breed	alf seal ba	dinth.	13.0	lst Mortgage gold	625,000	7	March & Sept.	Philadelphia.	1900	
let Mortgage, guaranteed	. 1,899,0001		Jan. & July.	New York.	1897		2d Mortgage gold	88,000	7		March .	1880	
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.		1898	****	South Western (Cen. of Ga): Plain Bonds, various conv	391,000	7	various.	Macon.	172-18	6
d Mortgage (B.) convertible Income Mortgage	1,000,000	7	March 1.	Pittsburg.	1901		lst Mortgage (Muscogee) conv	300,000			44	1721-7	
. Paul and Iowa Bouthwestern		-	AF	Date (my dept)	1000	137	Spartanburg and Union:	070.00		Y 6 7.1	CO . A .	1000	
Ist Mortgage	4,000,000	1.	May & Nov.	***********	. 1903		1st Mortgage, end. by S. Car	350,000		Jan. & July	Charleston.	1879	
let Mort. (St.P.te St.Anth.)10m	120,000	8	March & Sept.	New York.	1892		lst Mortgage not endorsed Springfield, Athol & Northeastern	200,01				10.0	
let M. (St. Paul to Watab) 80m	. 366,000		Jan. & July.	4 4	1892		1st Mortgage Springfield & Illinois S. Eastern:	416,00	7	Jan, & July	Boston.	183-19	1
2d Mort. (do.) & 1st land go	1,145,750 3,000,000	74	June & Dec. May & Nov.	London.	1892		1st Mortgage gold, tax free	3,400,00	7	Feb. & Aug	New York.	1899	
2d M. (do.) R. R. & Lands	8,500,000	74	" " " " " " " " " " " " " " " " " " "	46	****	****	2d Mortgage gold, tax free	446,00	7	* April & Oct	HOIR.	1900	
General Mortgage for \$15,000,00	0	7*					2d Mortgage gold, tax free Springfield and Northwestern :		1		A SECOND SECOND	A Sell	
Paul, Stillwater & Taylor's F.			Ton & Tolu	New York.	1001		lst Mortgage gold, skg fund Staten Island:	500,00	0 7	* Feb. & Aug	New York.	1901	
lst Mortgage	. 200,000	0	Jan. & July.	New Tork.	1901		lst Mortgage	200,00	0 7	Jan. & July	New York.	1886	8
1st Mortgage guar	. 100,000	6	Jan. & July.	Philadelphia	1878		Stanstead, Shenord and Chambly				Dr. Williams	W.C.	
alem and Lowell (B. & L.):	226 000		Woh & And	Roston	1878	OF	1st Mort., Guar. by Cent. Verm	. 500,60	0 7	Jan. & July	Boston.	1887	
and, Mansfield & Newark (B&O	226,900	6	Feb. & Aug.	Boston.	1919	95	Sullivan (Central Verm.):	250,00	0 6	Feb. & Aug	Boston.	1881	
1st Mortgage guaranteed	. 2,301,000	7	Jan. & July.	New York.	1900	91	2d Mortgage		1.	7 100	Harman Park	10.15	
1st Mortgage guaranteed mratoga & Whitehall (R. & S.):	400,000	-	Mr. web & Clank	Man Wash	1000	1	let Mortgage, skg fund	1,000,00	0 7	May & Nov	New York.	1886	
1st Mortgage, guaranteed avannah, Albany& Gulf (A & G	400,000	7	March & Sept.	New York.	1886	****	Summit Branch:	800,00	0 7	Jan & July	N.Y.,Bost.Ph	1904	
Sectional Mort.	310,000	7	Jan. & July.	New York.	Var		1st Mortgage Sunbury and Lewiston:	. 000,00	ή.		100 H 20 H 20 H	LOUR	
avannah and Charleston:				S. Elizable	(bec	1	lst Mortgage gold	. 1,200,00	0 7		Philadelphia	1890	
1st Mortgage (Sav.& Char.) State guaranteed (C.& S.)bonds	500,000			New York. Charleston.	1889	****	Suspens, Bridge & Erie Junc. (E.)	200,00	0 0		11.1	1891	
Funded Interest bonds, guar			a a	New York			1st Mortgage.	1,000,00	0 7		New York.		
avannah, Griffin & North Ala.:			1 4	B. J. E. D. WAR	11/2		1st Mortgage. Syracuse, Bing. & N.Y.(DL&W)	3		1	Contract of	1 40 1-	
1st Mortgage for \$500,000 guar.	152,000	7	Jan. & July	Macon.	1891	****	lat Mortgage	1,400,00	0 7	April & Oct	New York.	1879	ı
avannah and Memphis: 1st Mort., gold, endor. by State	16,000pm	8	May and Nov	New York.	1890		2d Mortgage Syracuse and Chenango Valley:	210,00		June & Dec	Mind of all.	11001	
chanactady & Susa.(D.&H.Can): I	F .	The state of the state of	100000		1	lst Mort. gold, for \$500,000	. 500,00	0 7	Feb. and Aug	New York.	1891	
lst Mortgage gold, tax free choolcraft & Three R. (LS&MS	400,000	7	Jan. & July	New York	1900		let Mortgage gold sha (T.):	1 140 0	1		1	1000	
let Mortgage (LS&M:	100,000	8	Jan. & July	New York	1887		Tebo and Neosho (M. K. & T.): 1st Mortgage gold, skg fund Terre Haute & Indianapolis:	. 1,168,00	0	June & Dec	New York.	1903	
let Mortgageeaboard and Roanoke:	theek.		1	MINT MARCHE	11 11 11		I ABL MLOFTENDO	. 1 800,00		April & Oct	. New York.	1879	
1st Mortgage	210,000	7	Jan. & July	New York	1880		Donds of 1949 for \$1,000,000	. 516,00	0 3		4	1894	
oims and Guil:	1,888,000	8	April & Oct	New York	1890		Texas and Pacific:	3 555 00	0 6	* Mar. & Sep	NV Ph Lor	1005	
1st Mort. (guar. by Ala.) clma, Marion and Memphis:	2,000,000	1		of the second	1 1	14.10	Consolidated Mortgage	7,54%,00	0 6	June & De	64 4	1906	,
1st Mort, guar, by Alaelma, Rome and Dalton:	16,000pm	8 6	March & Sept	New York	1889		Income and Land Grant	. 1,000,00	5	July.	N. Y. & Pal		
eima, Rome and Daiton: 1st Mortgage, tax free	8,000,000	0 7	April & Oct	New York	1887	118	Toledo, Can. Southern & Detroit	1 500 0	,	Ton and Tule	ale i mia roy	1000	í
9d Mortgage				. 66 .66	1891		1st Mortgage Toledo, Peoria and Warsaw:	1,500,00	10	7* Jan. and July		. 1906	1
2d Mortgage	230,000	0 10		4 4	1881			. 1,600,00		June & De			
hamokin Valley & Pottsv. (N.C.	2,000,000		Jan. & July	Philadelphi	1001			1,800,00	00	7 Feb. and Au	Z. H. H.	1896	3
hebovyan and Fond du Lac:	2,000,000	1'	Dan a sul	T HIMITOTONI	1901	91	Danisman and Mant alabert of 1		100	7 April & Oc 8 Jan. & July	Uel	1886	
1st Mortgage, on road and land heboygan and Fond du Lac: 1st Mortgage	729,000		June & De		1884			1,500,0	00	7 May & No	V. 4	1910	
lst Mortgage extension	694,000	0 1	April & Oc	P W. S. W.	1896		1st Mortgage (Burl. Branch)	250,0	00	7 June & De	C. 46 46	1901	
henango and Allegheny:	795,000	0	April & Oc	. New York	1889	1	1st Mort (Toledo and Illinois	0000	1	Poh and A	Now York	1900	
henaug Valley (Ct.):	130,000	"	April & Oc	Tiew Tork	100		1st Mort. (L. Erie, Wab, & St. I.	900,0		7 Feb. and Au	g. New York.	1890	
lat Mortgage	400,00		April & Oc	L New York	1891		let Mort. (Gt. West. Rwy of '5' lat Mort. (Quincy and Tolede lat Mort. Ills. & South'n Iowa	9) 2,500,0	00	7 " "	a la	1888	8
lat Mortgage extension	200,00	0	7 Jan. & July		1902		1st Mort. (Quincy and Toledo	500,0	00	7 May & No	v. 4 66	1890	0
Int Mortgage construction	200,00	0	7 March & Sep	t. Boston.	1880			300,0		7 Feb. and Au	g. 4 4	1889	
licity City and St. Paul:	March		West It to	100007-11-00-77	1100	p24 11:	2d Mort. (Toledo and Wabas)	1,000.0		7 F. M. A. & 1 7 May and No		1878	
Land Grant Mortgage gold	1,240,00		8 May and No	New York	. 1901		. 1 2d Mort. (Wabash & Westers	1 500 0	00	7 4 4		1878	8
OR Manhorates	460 00	n I	8	4	1901	1	2d Mort. (Gt. West. Rwy of '5	9) 2,500,0	00	7 4 4		1898	8
Eunipment bonds	166.00	0 1	0				. II Consol B. F. lat Mortgage	9 810 0	00	7 F. M. A. &		1885	
Equipment bonds	May and	1	1000,000	Less, read below)	M. Burn	11/1/2	Consol. 2d mort. gold	2,186,0		7. Feb. and Au		1898	
lat Mostones gold	1,629,00	00	"Idan, & Jul	v. New Yor	E. 1898	61	Traverse City (Gr. Rap. and Ind.	Y 25 ,035	1	100		A POLIT	ĝ

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest 1		Due.	Price	Description of Bonds.	Amount.	Bate	Interest		Due	Nic
		2	When.	Where.	A	A			4	When.	Where.	-	F
roy & Bennington (T. & B.): 1st Mortgage skg fund, guar roy and Boston.	\$ 89,700	7	Jan & July.	Troy.	1878		Western Maryland: 1st Mortgage, unendorsed 1st Mort, endor, by Balt	\$ 400,000 200,000	6	Jan. and July.	Baltimere.	1890 1890	1
1st Mortgage	300,000	7	Jan. & July.	New York.	1887		2d Mort, " "	800,000	6	. 41		1890	B
Zd Mortgage	300,000	7			1885		2d Mort, endor, by Wash, Co	300,000	6	44 44		1890 1895	F
d Mortgage	650,000 648,000	7	May and Nov.		1875 1882	****	2d Mortgage preferred	600,000 875,000		4 6		1900	١
oy, Salem & Rutland(R.& Sar.)	040,000	•			1002		4th Mortgage endor. by Date	1,000,000		4: 4		1900	ŀ
1st Mortgage, guaranteed	500,000	7	May and Nov.	New York.	1890		Western Pacific (Cen. Pac.):	-10			71.0		ı
oy Union (and Depot):							1st Mort., assumed	2,735,000	66	Jan. and July.	New York.	1899	١
lst Mortgage, guaranteed uckerton:	680,000	0	Jan. & July.	New York.	1878		Western Pennsylvania (Penn.):	800,000		Ann and Oat	Philadelphia.	1893	I
1st Mortgage	408,000	7	April & Oct.	Philadelphia,	1901		1st Mortgage (Pittsbg. Branch).			Apr. and Oct. Jan. and July.		1896	1
mon Pacine:	1						General Mortgage	1,200,000		************	u		1
1st Mortgage gold, tax free	27,232,000	60	Jan. & July.	N. Y. & Bost.	'96-'99	1081	General Mortgage	* *	: :	1		1000	1
1st Mort. Land Grant	7,404,000	7	Apr. and Oct.	II CI T	1887	1051	1st Mortgage for \$5,000,000	3,500,000	7	Jan. and July.	New York.	1896	4
2d Mortgage (Gov. subsidy) 3d Mortgage Sinking Fund	14 046 000	8	March & Sont	New York.	1894	941	West Jersey: Debenture bonds guar. by C.&A.	400,000	6	March & Sept.	Camden.	1888	1
Omaha Bridge Bonds Sterling.	2,279,000	86	Apr. and Oct.	London.	1896		1st Mortgage	1,000,000		Jan. and July.		1896	1
nion Pacific (Central Div.):							lst Mortgage (Salem) guar	100,000	6		Philadelphia.	1878	1
1st Mortgage gold, tax free 2d Mortgage (Gov. subsidy)	1,600,000		May and Nov.	New York.	1895		1st Mort. (Swedesboro') guar	200.000		June & Dec.	Camden.		1
nion Pacific, S. Br. (M.K.& T.):	1,000,000	0	Jan. & July.	U.S. Treasury.	96-7-8		2d Mort. (Cape May & Millville) Consolidated Mortgage	1,000,000		Apr. and Oct.	44	1899	
lat Mortgage gold, akg fund	3,220,000	60	Jan. & July.	New York.	1899		West Wisconsin:	1,000,000	1		-	-	
lst Mortgage gold, skg fund nion & Titusville(P., T. & Buff.)	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						1st Mort. land gr., gold skg fund	3,900,000	76	Jan. and July.	N.Y. or Lond.	1887	
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	50	1st Mort. land gr., gold skg fund 1st Mort. (Sonthern Extension)	640,000	70	44	"	1902	
nited N. J. R. R. & Canal Con.			W	191. 11. 3.1. L.	1000	1034	White Water Valley:	7 007 046			Clastanett	1890	
Loan of 1901 (United Compan's Sterling Loan £369,200 (U. Co's	1,846,000	54	March & Sept.	London.	1901		Wico Mico and Pocomoke:	1,021,840	8	Feb. and Aug.	Cincinnati.	1000	
Sterling Loan £360,000 ("	1,800,000		8 4 4	14	1894		1st Mortgage	200,000	6	Jan. and July.	New York.	1888	
Loan of 1894 Sk. Fund ("	2,000,000	6	Apr. and Oct.	Philadelphia.	1894		1st Mortgage	1	1	C TO WELL THE DESIGNATION OF THE PERSON OF T	COAL TO THE	8.3	
Loan of 1888 (United Compa's	154,000		Feb. and Aug.		1888	96	lst Mortgage	. 350,000	8	May and Nov.	New York.	1900	
3ond to State of N. Jer. (U.Co's	1.310,000	7	(Due 90 days Feb. and Aug.	after demand. London.	1880		Wilmington, Colum. & Augusta		1:	Tune & Dec	Baltimore,	1900	
Sterl'g S.F. £262,000 (C. & Am. Loan of 1883 (Camden & Amb'y	1,700,000	6	4 and Aug.	Philadelphia.		103	1st Mortgage Wilmington and Reading:	. 3,800,000	7	June & Dec	Dattimore.	2000	
Loan of 1889(" "	866,000	6	June & Dec.	Princeton.	1889	1024	1st Mortgage	. 1,200,000	7	Apr. and Oct	Philadelphia.	1900	
Mortg. Loan (" "	5,000,000	6	May and Nov.	Philadelphia	. 1889	1111	2d Mortgage coupon or regis				"	1902	
Loan of '78 (N.J. R.R. &T. Co.			Feb. and Aug.	New York.			Wilmington and Weldon:		1	100	1 1 1 1 1	1901	
Bond to State of N. J. (do.)	100,000	1	Apr. and Oct.	N. Y. (Ove	Due.)		Sterling Bonds	991 40	6	Jan. and July May and Nov	London.	1881	ĺ
1st Mortgage	1.000.000	6	Jan. & July.	Salt Lake City	1890		Sinking Fund gold, Bonds	749.00	1	Jan. and July	New York.	1896	
Itah Southern:		1	out a only		-	1	Sinking Fund gold, Bonds Wilmington and Western (Del.):	120,000	5.	out and out	21011 2012.		
1st Mortgage Itica and Black River:	660,000	7	Jan. & July.	Salt Lake City	y 1891	****	lst Mortgage,	. 500,00	7.	3 J. A. J. & O	Phil. & Wiim.	1892	
Itica and Black River:	200,000	1 7	You de Torles	N V & Titles	1070	1 : :	Winona & St. Peter (C. & N. W.)	0 850 00	1	Ton and Tale	War Wast	1887	
Bonds of 1871 (2d issue)		1	Jan. & July.	M. I.& Ution	1878		1st Mortgage \$20,000 p. m 2d Mortgage \$12,000 p. m	1,650,00				1907	
tica, Ithaca and Elmira:	010,000	1.			1002		Extension mortgage bonds	4,375,00		June & Dec	44 44	1916	
1st Mortgage, Sterling	1,500,000	7.	3 Jan. & July.	London.	1902		Wisconsin Central:	27.1	1			1 5	
Termont Cent.—See Central Vt.						-	1st M. L. G.,gold S. F.\$25,000pr	n 4,618,50	0 7	o Jan. and July	Boston.	1901	
Termont and Massachusetts:	550,000	6	Ton and Tules	Boston.	1883	104	Worcester (Md.):	010.00		Ton and Tule	Detti	1891	
1st Mortgage sinking fund Convertible bonds, tax free	200,000		Jan. and July.	13080011.	1879	1041	lst Mortgage	210,00	6	Jan. and July	. Baitimore.	LOSA	
Convertible bonds			44 44	4	1885	1681	Plain Bonds	. 125,00	0 7	Jan. and July	. Boston.	1881	
Vicksburg and Meridian:						1	Plain Bonds	189,30	0 6	Various.	"	'81-'8	
(lat series (red)				Philadelphia			Plain Bonds	250,00	0 7	Apr. and Oct		1893	9
General 2d series (blue) Mortgage 3d series (black)	. 850,000 . 138,000			u	1890 1890		CANAL BONDS.	10000	1	1 2 1	1 3	B 2.	
4th series (not end.).			Apr. and Oct.	- 44	1890		Chesapeake and Delaware:		1	126	me a R	-	
Special Loan 1871		8		44 -	1880		1st Mortgage sinking fund	. 1,993,76	0 (Jan. and July	. Philadelphia	1886	1
lineland:	750 000			War Wash	1000		Chesapeake and Ohio:	4000.00				1890	Ü
1st Mortgage tax free		1	Apr. and Oct.	New York.	1890		Sterling Loan guaranteed Preferred Bonds (next lien)	1,699,50	0 5	G J. A. J. & C	London. Baltimore.	1885	
1st Mortgage		1	Jan. and July.	N.Y.&Lynch	. 1873		Delaware Division (L.C. & N.):	1,000,00	0	Jan. and July	- Datumore.	1000	
3d Mortgage	. 990,000	1	3 4 4	4 4	1884	80	1st Mortgage, guaranteed Delaware and Hudson:	800,00	0	Jan. & July	. Philadelphia	1878	,
5th Mortgage	. 969,000		March & Sept		1900	85	Delaware and Hudson:			16.5	1	100	
Registered Certificates	94,191		Jan. and July.	"	1875		1st Mort. (1st series, Nov. 1, '6 regis- 2d series, July 1, 186	1,500,00				1877	
Funded Interest	. 226,900	8			1880		tered. (3d series, Jan. 1, 18	39 8,500,00 11 5,000,00		Jan. and July		1884	1
lst Mortgage gold, tax free	. 810,500	7	G Apr. and Oct.	New York	1901		Coupon bonds of 1874	8,000,00		Apr. and Oc		1894	
Warren (D. L.& W.):					1	1	Registered bonds of 1874			1 4 4	5 a	1894	
1st Mertgage, guaranteed	. 511,400		Feb. and Aug			100	Lehigh Coal and Navigation:	10000		Town 6 To	men a	1000	
2d Mortgage, guaranteed Warren & Franklin(P.,T. &B.).:	. 750,000	17	May and Nev.		1900	106	Loan of 1877, Debentures Convertible Debentures	762,77			Philadelphia	1877	
1st Mortgage, assumed	1,500,000	1	Feb. and Aug.	Philadelphia	. 1882	80	Convertible Loan, gold	771.00	0 6	March & Bep		1894	
1st Mortgage, assumed Warwick Valley (Erie):	2,000,000			9 9 4 9 3 9 9		1	1st Mortgage, registered	. 5,381,98	3 6	IJ. A. J. & (). 4t	1884	1
1st Mortgage Wasatch and Jordan Valley:	. 60,000	1	Apr. and Oct.	New York.	1880		1st Mortgage, reg. (R. R.)	2.000.00	0	F. M. A. & N	. 46	1897	t
Wasatch and Jordan Valley:	450.000		Mar - 3 3	More Work	1000		Mortgage (equip.) Loan, gold. Consolidated Mortgage Greenwood Mortgage Loan	4,658,50	0 6	June & De	3. "	1897	
1st Mortgage	100,000	9	G May and Nov.	New York.	1893		Greenwood Mortgage Loen	1,115,00	0	Feb. and Aug		1911	
1st Mort. (O., Alex. & Manassas	1,650,000	1	Jan. and July	Baltimore.	1882	70	Greenwood Mortgage Loan	140,00		Apr. and Oc		1877	
2d Mort. (") 850,000	1	7 66 66	44	1891		Monongahela Navigation:			1555		1 7	
1st Mort. Orange & Alexandria	400,000	1		. "	1873	89	1st Mortgage	103,00	10	Jan. and July	. New York.	1887	
2d Mort 4 4	1,200,000		Jan. and July		1875	701	Morris (and Banking):	E00.00	0	Ane and C	Dhill-Add Li	1000	
3d Mort. 4 "	600,000 700,000		May and Nov.	•	1873 1880	33	1st Mortgage Boat Loan, sinking fund	236,96			Philadelphia	1876	
Funded Coupons (do.)	722,664		March & Sept				Boat Loan, sinking fund Preferred Stock Dividend Scri	p. 103,16			. 4	1887	
1st Mort. (Lynchb'g & Danville	521,000)	. Apr. and Oct		1896		Pennsylvania:	1		1 20	E	1 1	
Virginia State Loan	. 249,962	2 '	Jan. and July	. "	'92-'9		1st Mortgage skg fund guar	2,805,00		Jan. and July	. Philadelphia	1910	
Vashington and Ohio:	49.00		War	No- Wash	1000		1st Mortgage skg fund guar 1st Mortgage (Wy. Val. Can.) Schuylkill Navigation(Ph.& Rdg	600,00	0		Committee	1878	
1st Mort. (Alex., Lou. & Ham 1st Mertgage for \$9,000,000			May and Nov		1898	35	1st Mortgage	1,714,39	0	March & Sep	Philadelphia	182-1	ø
Westchester and Philadelphia:	200,000	1	G Apr. and Uch		1001	00	2d Mortgage	. 8,990,39	2		4 Himadelpela	182-1	
General Mortgage, tax free	. 1,100,000)	Apr. and Oct	Philadelphia	1891	111	Improvement bonds	260,00	0		7. 46	1880	ľ
Western North Carolina:	1 1 10 21	-	15 12 10	1	1		Boat and Car Loan	756,65	0 (1 16 4	u .	1913	l.
lst Mortgage Western of Alabama.	850,000	0 8	8 Jan. and July		. 1890		Boat and Car Loan	621,60		Top and Tul-	deposit 18	1915	
let Mortgage (Wastern P P	. 600,000		Ann and Oak	Now Vork	1888		Coupon Bonds	1,200,00	0	Jan. and July		1895	1
1st Mortgage (Western R.R.). 1st Mortgage (M.& W.Point R.I	750,000		Apr. and Oct	New York	1881		2d Mortgage (Maryland Loan)	1,000,00	0	Jan. and July	Phila. & Balt	1885	į
2d Mortgage (consols guar.)	1,158,000		8 4 4	44 46	1900		03 Martingo (Sugarah Cone	1,311,00	10	" "	1 4	1878	
2d Mortgage (consols guar.) Income Mortgage	602,900		8 Various.		Var.		Pref. Int. B'ds (" "	324,81	0			1894	
Western Union Telegraph:	0.000	1	Man Harrison		200		Union:		10	133	note in		j
1st Mortgage Beal Estate Bonds, Sink. Fund	1 400 000		May and Nov	New York			West Branch & Susque, (Penn.)	8,000,00	-	may and No	Philadelphia	1588	ij
Bonds (S. F.) Conv. till May '	1,498,000 3,988,000			· ·	1902	105	1st Mortgage		00	Jan. and July	Dheadolable	. 1578	ø

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

served (*) occurring in the column headed "Rolling Stock" significat that the cost thereof is included, in that headed "Railroads are printed in "Indice." State-aid Railroads are distinguished by a "1." and running dots (....) signify "not ascertained."

of of Shares.				_	_	_	-																	-			***		
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o	Railroad perated.	3 8	29.62	286	148	711.	808	28.00	165.		188.6	988.0	16.2		67.0	22.0	86.3 160.0	64.6 177.4 50.0	86.5	55.0	43.2	120.5	337.8	157.0	67.0	36.0	92.6	87.6	40.0
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Cars.	B: M. E.	56 Adrondack	Chattanooga'.	Allegheny Valleys	256 Atchieon and Nebraska Kan. C. R.	7 999 Atchison, Topeka & Santa FeKar \$ 49 Atlanta & Rich'd Air Line ". Ga. NO.	Atlanta and West Point	1,022 Atlantic and Guif Georgia & 1,022 Atlantic, Misclastippi and Ohlof 87 Atlantic and North Carolina f.N.	Atlant Atlant Atlant	Augus Bald E	Washington Branch T Maryla Parkersburg Branch T Wy Virgit	267 Baltimore, Pitteb & Chic. (B&O)	Pattmore Short Line (Mar. & Cinc.) University 1 Bangor and Piccatequis (Mc. Cent.) M. 1 362 Barclay (Towanda Coal Co.)	Belfast and Mosehead Lake (Me. C.). Belfast and Mosehead Lake (Me. C.). Believille & So. Illinois (St. I. A. & F. H.).	Belvidere Delaware (Penn. R. R.) Berks and Lehigh (P. & R.)	14,81	884	1,360	490 Boston and ProvidenceMass	Bucksport & Bangor (E. & N. A.		buffalo, N. Y. & Eric (Eric), N. Y. & Fenn. S 890 Buff, New York and Phila. N. Y. & Penn. Coder Bonde and Minnesota Town	7 284 Burlington and Missouri RiverNeb 8 113 Burlington and Southwestern Jowa & Mo	8 381 Cairo and St Louis (narrow)	Camden and Atlantic Nev	Cape May and Millville (W. Jer.	300	ayuga & Susque edar Falls and M	1,188 Central of Georgia.
Cars.	B. M. E. Pass,	4 8 56 Adirondack	13 5 248 Alabama Central.	Allegheny Valleys	6 8 250 Atchison and Nebras	22 7 899 Atchison, Topeka 6 3 49 Atlanta & Rich'd	Atlanta and West Point	1,022 Atlantic and Guif Georgia & 1,022 Atlantic, Misclastippi and Ohlof 87 Atlantic and North Carolina f.N.	3,597 Atlant	- Augus	11510	Baltimore, Pitteb & Chic. B&O	2 71 Bangor and Piscataguis (Me. Cent.) J. M. 1 882 Barclay (Towarda Coal Co.)	Befrat and Moosehead Lake (Me. C.). Befrat and Moosehead Lake (Me. C.). Beliaville & So. Illinois(St.I. A. & F. H.).	——— Belvidere Delaware (Penn. R. R.)N. ——— Berks and Lehigh (P. & R.)	1 4 4 8 1 1	884		11 490 Boston and ProvidenceMass	Bucksport & Bangor (E. & N. A.	173		12 7 284 Burlington and Missouri RiverNeb 6 8 113 Rurlington and Southwesters Iowa & Mo	8 381	8 131 Camden and AtlanticNev	Capalana Control (W. Jer. 7)	1 8	ayuga & Susque edar Falls and M	251,186 Central of Georgia.
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i i	B. M. E. Pass. Engines. Railroad in progress.	8 4 8 66 Adrondack	19 13 5 248 Alabama Central.	74 81 101,992 Allegheny Valley	102.0 3 2 1 84 Arkansas Central 7 (3	22 7 899 Atchison, Topeka 6 3 49 Atlanta & Rich'd	Atlanta and West Point	28 19 8 351 Atlantic and Gulf Georgia & 84 29 20 1,022 Atlantic, Misclesippi and Ohlof 9 7 8 87 Atlantic and North Carolina f. N.	74 86 3,597 Atlant	- Augus	248 h8 11510	45 10 267 Baltimore, Pitteb. & Chic, B&O	1017	Beliating and Modeshead Lake (Me. Cl.). Beliat and Modeshead Lake (Me. Cl.). Beliating & So. Illing (St. L. A. & F. H.).	——————————————————————————————————————	1 4 4 8 1 1	41 53 29 884 26 25 13 595	78 168 — 1,360	42 71 11 490 Boston and Providence Mass	12 o 169 brunswick and Alcany. Bucksport & Bangor (E. & N. A.	5 6 2 86 5 173	22 12 5 890	16 12 7 284	10 10 8 381	24 7 232 California Pacific	Oape May and Millyille (W. Jer. 29, 10, 7, 710 Carolina Control	22 1	ayuga & Susque edar Falls and M	57 56 251,188 Central of Georgia
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- 2d	B. M. E. Paes. Engines. Railroad in progress. I Track and Sidings. Branch Line.	M. M. M.	8.7 14.8 19 18 5 248 Alsbama and Chattanoger,	18.6 86.4 74. 81 101,992 Alleghorn and Sulley? (1. cc. 14. 8. 2.0 4. 4. 6. 2. 22 Annapolis & Elkridge (B. &	7 30 6 8 250 Atchieon and Nebras	22 7 899 Atchison, Topeka 6 3 49 Atlanta & Rich'd	8.9 21 7 5 464 Atlanta and West Point	16.4	7 900.0 138 74 86 3,597 Atlant 49 44 — Atlant 4 — 2 2 1 29 Atlant	5.8 - Augus Bald E	442.1 — 518.243 b8 11510 48.8 — — — — — — — — — — — — — — — — — —	21.8 — 24 45 10 207 Baltimore, Pitteb & Chic. B&O.	6.1	4.0	10.3 Belvidere Delaware (Penn. R. R.)N 3.8 Berks and Lehigh (P. & R.)	343.8 — 239 190 544,81	18.5 41 53 29 884 19.0 26 25 13 595	47.8 42 54 19 620 109.1 73 163 1,360 8 7 4 5 8	02.0 42 71 11 400 Boston and Providence Mass 0.5 8 9 Boston, Revere Beach and Lynn	70.0 15 12 c 169 Franswick and Albanys Bucksport & Bargor (E. & N. A. 30.0 12) c 2 c 18 Frib Bargor Recognification	5 6 2 86 5 173	19.2 22 12 5 890	19.8 — 16 12 7 284	7.9 19 10 8 4 197	7.9 — 12 24 7 232 California Pacific	6.7 C. Cape May and Millyille (W. Jer. K. 81040 59 10 7 110 Capelina Central	20 2 1 8	8.1 Cedar Falls and M	14 01.0 1 10 - 10 Central of Bengla
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1f.21,602 850.004 35,251	25,900 346,869 22,927	6,647 ,052,638 361,238	If. 8,652	109,500	f.11,701	497,722	111,788	66,978	237,426	45,221	254,702	13,680	191,148 - 26,801 -	8,280	295,920 6	116 988	884,024	76,667	194,929	80,000	161.030 16	42,343	135,810	149,056	131,095	62,938		41,018	153,028	469,928 10	156,029	100	210,886	29,000	8,374	2,918	209,999	00,10
5,404,506 113,621 614,013 72,149	1,459,189	4,656,765	148,826	965 957	82,249 d	1,327,250	8,054,171 3	141,157	362,550	270,912	1,147,753	- 4	421,982	221,118	867,696	109 188	3,774,217	426,027	414,761	80,000	950.358	180,581	271,058 38°,796	706,754	816,696	159,228	173.556	125 796	510,094	,282,108 4,	368,096	46 091	789,704		850,147	79.333	1,827,291	81,302
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84,264	161,892	862,264	r foreclo su	55 807	16,636	152.425	1,154,181	3,527,143	1,406,438				206,988	90,118	304,992		780,470	269,107		1 .	540.840	3,050,846	209,697	183,764	79,359	24,298	of 1875.)	600,09	April, 1 87	587,847	28,771				126,066		,886,036	ane 22, 18
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3,200,000 1,509,277 500,000	307,600 21,774,000 808,800	8,173,200 27,539,575	1,500,000	1,095,000	250,000	5.618.000	6,630,000	31,288,000	2,808,000	5,000,000	2,950,000	4,000,000	1,591,000	1,800,000	2,420,512	2,588,254	6,170,000	3,139,000	8,430,000	1,000,000	302,000	40,500	3,000,000	1,367,000	500.000	1,200,000	1,447,000	2,738,800	1,500,000	2,831,100	2,431,000	2,624,000	6,054,000	175,000	882,000	200,000	1,367,948	280,000
2,578,000 647,910	281,350 15,898,402 2,153,300	101,500	2,538,400	978,985	356,200	8,916,200	1,511,167	36,513,414	2,178,550	7,000,000	3,500,000	600,000	1,929,200	2,000,000	4,434,787	1,100,000	14,991,800	1,726,315	1,250,000	1,000,000	1,786,200	400,700	1,059,800	2,178,448	1,900,000	1,500,000	684,235	8,687,168	1,388,024	20,000,000	4,000,000	1,100,000	1,680,600	122,000	1,300,000	800,000 800,000	4,997,600 1	8,500,000
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AAILROAD SHARE LIST, incruding Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

First and the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" A dash (-) scross the column signifies "nil," and running dots (---) signify "not ascertained."

I and Grant Railroads are printed in "Railroads are distinguished by a "1," and running dots (---) signify "not ascertained." Shares \$10,736 \$14,426 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | Dividends Net Earnings. 127,712 L.48,612 159,958 103,500 1,862,706 351,846 72,000 8,863,760 1,872,860 663,113 801,572 792,783 267,326 176,215 74,016 481,512 247,981 1,224,147 169,307 387,306 251,084 255,340 33,108 Operations, i 1,648,541 123,203 212,590 , M. Railroad Operated 5,269,804 1,107 918,218 504,858 544,361 326,405 59,719 130,526 283,987 145,272 564,837 ion Gov.) n foreclos 1,620,000 158,545 205,787 998,637 100,000 24,360 223,153 Liabilities Stocks Accounts 8,344,2521,984,737,277 195,4101,276,024 137,132 770,402 1 106,769 1,095,218 650,445 141,327 108,303 106,579 348,520 52,074 232,176 283,987 6,772,084 1,169,464 687,868 6,643 410,000 634,235 9,2621,883,225 1,051,862 9,861 824,863 31,240 4,525 367,580 1,578,538 98,198 Property and Assets. ******* 153,435 17,283 1,405,004 111,971 404,554 Rolling Stock. B. M. E. Railroad in progress. Track and Sidings. 67.1 Tears ox ding.

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State-aid Railroads are distinguished by a "4". 1,939,31 Surplus Income. 57,184,111 3,074,150 1,878,776 92,611 Accounts Lieblities. 1,171,000 5,825,000 7,888,000 1,4,884,000 1,4,884,000 1,4,884,000 1,5,6,6,89 1,5,6,6,000 1,5,6,6,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1,12,85,000 1 2,353,800 2,560,000 1,500,000 Abstract of General Balance Sheet, Bonds 368,262 500.785 5.248, \$1,787,672 45,068,627 4,875,016 34,277, 409,305 11, 94,179,587 6,705,740 1,085,382 4,325,725 111,191 Accounts and Cash. 824,268 2,484,633 150,000 400,000 241,051 Property and Assets. 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Pass. | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 Railroad in 2d Track and Sidings. | 148.0 | 148.0 | 148.0 | 148.0 | 148.0 | 148.0 | 148.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149.0 | 149. 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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Value	Shares	Market.	4 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
-	-	ividends.		wgr-
-		Net	701 242 272 274 277 277 277 277 277 277 277	525,032 116,089 97,468 204,032
Earnings.		Gross.		849.085 1,6 196,577 1 270,217 4 444,669 2
		Parlahi	- [- [- [- [- [- [- [- [- [- [781,708
one.		Freight.	- 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0	1 1
Operations		Passen- gers.	Numb 172 172 172 173 174 174 174 174 174 174 174 174 174 174	46,91
Service .		Trains Moved.	66,482 87,104 87,104 841,069 841,069 175,201 175,201 1159,029 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,076 32,	
		ilroad erated.		48.0 85.0 103.0 422.0
	200	Surplus Income.	25,449 97,722 824,478 220,690 12,173 2,544,683	8,237,375
	ties.	Accounts.	489,779 489,779 489,779 489,779 489,779 489,7799 489,689 489,6892 489,6892 489,6892 489,6892 489,6892 489,6892	518,208 39,007 125,129
Sheet	Liabilities.	Bonds.	*** *** *** *** *** *** *** *** *** **	,619,793 110,000 ,000,000 ,000,000
act of General Balance Sheet.		Stocks.		0,248,550 15 1,005,452 2,200,000 4,477,700 3
f General		Accounts ad Cash.	2	155,048 10, 71,663 1, 2,
Abstract of	Assets	Assets.		26,448
A		Rolling Stock.	- 1 6 1 1 1 1 1 1 1 1	35,582 26,0
-	Property and		_	111
	P	Railroad.	2,000,000,000,000,000,000,000,000,000,0	3,009,057 1,115,465 3,432,474 7,625,757
		Companies.)	Newada	ion CanalPenn. New Jersey. Pennsylvania
A LO BARLETON		Com	Wear Eliver (G. and A.) Wan Elil Valley (Erie). New X Ware River (G. and A.) Waren (D. L. and W.). New Jee Waren (D. L. and W.). New Jee Washington and Ohlo Vlug All Wash City, Va. Mid. & Gt. Bouthern. 139 Wastel and Jordan Alsh Seeren Marsten and Atlander Gas and T Western and Atlander Gas and T Western Morth Oarolina (E. D.)! Maryl Western Enunyivania (Penn.). Maryl Western Pennsyivania (Penn.). Western Onion (M. and St. P.), Wis. All Williams (Penn.). Western Pennsyivania (Penn.). Western China and Arabama Williams (Penn.). Water (Pennsyivania (Penn.). Williams (Penn.). Water (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania (Pennsyivania	Lehigh Coal & NavigationP. Monongahela Navigation CanalP. Moris CanalNew Jer Pennsylvania CanalPennsylva
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Zailroad.		anch Line.	- 44444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444 - 4444	1111
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Philadelphia S	tock	Exel	ang	e	
Closing Prices for to	he suee	k endir	og Ser	£. 25.	
Allegheny Val. 7 3-10s	Tb.20	F.21.8	at.22.	M.24.7	u. 25.
78, Income 40	****	****	****	****	107
	***	***	****	****	****
6s, 1889	****		****		****
6s, 1889					
Camden and Atlantic Preferred	****	****	184	****	****
1st mortgage	****	***	****	****	****
1st mortgage		****	****	****	****
Catawissa	****	****	****		
New preferred 201	****	204	****	****	****
7s, new	****	294	291	****	1011
7s, new Del. & Bound Brook	****	****	****		1011
Elmira & Williamsport	****	****			
Preferred	****	****	****	****	****
78	****	****	****	****	****
Hunt & R Ton Mt . 04		****	****		
Preferred 2d mortgage 20 Lehigh Navigation 20	5	****		****	****
Lehigh Navigation 20	194	194	****	194	****
	104		****	108	****
Gold Loan		884 X		****	****
Railroad Loan	****	****	****		3044
Conv. Gold Loan Lehigh Valley 39	391	391	391	40	401
os, new, coupon	****	****		****	408
6s, new, registered		****		****	
Consol. mort.6s	944	****	****	****	****
Little Schuv Kill		****	****	****	****
Minehill & Sch. Haven	****		****	****	****
North Pennsylvania 29	****	394		****	****
1st mortgage 6s106)	****	****	107	1121	****
2d mortgage 7s			****	1124	112
Gen'l Mort. 7s, reg		****	****		••••
Northern Central.	291	291	291	****	***
1 t ennsylvania R. R 291 1st mortgage1051	****		208	281	29]
Gen'l mortgage 107	****	****	****		****
Gen'l mort, reg Consol, mort, 5s, reg	****		****	****	91
Penn. & N.Y. Canal 7s	****	****	****		****
Penn. State 6s. 2d series 1024	162)	****	1024	1024	****
dc. 3d series 112		****	111#		
do. &s, new108] Philadelphia City, &s &s, new118	****	****	****	****	1084
6s, new	113	113	1134	113	113
Luna, and Reading It	174	17	161	164	17
Debenture bonds	****	****	48		
7s, of 1893 7s, new convertible 57	****	****	****	****	****
Gen'l mortgage 78	1024	1024	102	****	****
Gen'l mortgage, reg				****	
Philadelphia and Mrie. Vi	10	10	101	10	****
1st mortgage, 6s	****	****	****	****	****
2d mortgage, 7s Pittsb., Cin. & St. L. 7s Pittsb., Titusv. & Buff. 84	716	711			714
Pittsb., Titusv. & Buff. 84	84	88	****	8	8
Schuylkill Navigation	55	56	****	****	****
Preferred	****	****	****	****	
Preferred		****		****	****
6s, 1882	60	****	601	****	****
United Co. of N. Jerses 120	120	1274×	****	1271	1075
United Co. of N. Jersey 130 Hestonville, (Horse). 121 Chestnut & Wal. (do.) Germantown (do.)	13	12	12	12/8	127
Chestnut & Wal. (do.)	****				****
Green and Coates (do.)	****	****		****	****
	****	****	****	134	****
2d and 3d streets (do.)	****		****	108	****
Lombard & S'th. (do.) 2d and 3d streets (do.) Spruce and Pine (do.) 13th and 15th sts (do.)	****	****		****	****
13th and 15th ets (do.)	****	****	****	****	****
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56	****		

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1018	624 823 64	1013 621 841	1014 624 834
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1018 624	624 823 54	1013 621 844	1011 621 834
	Exch eek endi 20. F.21.1 1094	Exchange eek ending Sej 20. F.21. Sat. 22. 1094 110	Exchange. eek ending Sept. 25. 20. F. 21. Sat. 22 M. 24. 7 1094 110 1 96 50 47 50 214 194 204 1054

State in the second second	STATE OF THE PARTY.	2000	Service and the	-	AM	ERICAN KAII	LIKE	UA	D	JU	UK	
New York Stor	k E	rcha	nge.	61 US	book	New York Stoc	k E	xcha	nge.	02.4	5000	
Closing Prices for the	week	ending	Sept.	26.		Closing Prices for the				. 26.	e nito	
Adams Express 90	F.21 8	00	1.24. T	95 W		New Jersey 1 h.2c. F	7.21.Ba	t. 22. M	L.24.Tu	1.25. W	.26.	
1st mortuge	****					N.Y., N. Haven & Hart						U.
						Onio and Mississippi 7	61	100	61	99% 6%	7	0.
A INCLICAL EXPROSE			••••	52	****	Preferred 124 2d mortgage 514	****	18	13	14	14	U.
Am. Dock and Imp. 78 Atlantic & Pacific Tel.	201	****			191	Consolidated 7s 924		****	****	93		U.
Bost., Hart. & Erie 1st. 134 Burl., C. R. & Nor. 1st	131	131	201			Consol. Sinking fund. 94 Pacific Mail S. S. Co 24	221	231	228	98		O.
1st mortgage, new	18	***	110	174	17			98	98	2		0.
7s, consolidated	69			631	68	2d mortgage			****		91	U.
Central Pacific 68, gold	105	105	631	104	105	Pitts., Ft. W. & Chi. gtd 91;	1114	914	914	92		O.
1st M. (San Joaquin) 1st M. (Cal. and Or.)	****	89	****	881	881	1st mortgage 2d mortgage			115			U
Chicago and Alton				****		3d mortgage		****	****	1001		U
Preferred	844	****	900	****		Preferred S6	224 351	214 351	34	344	36	
1st mortgage Sinking Fund	115	****		****	****	St. L., Alton and T. H Preferred	••••	151	16	****		
Ohic., Burl. & Quincy 101	****	1021	1011	107	1011	1st mortgage	****			****	154	Δ
7s Consol, 1903	****	1023	109			2d mort, preferred Income bonds	****	844	****	841	****	
8s, 1883 Chic. & Milwaukee 1st. 1074	****	****	****	****		St. 1, Iron Mt. & S'thn 1st mortgage 96	7	61	96	***		~
Chic., Mil. and St. Paul. 361 Preferred 71	345 70	701	341	351 718	364 724	2d mortgage St. L., Jack. & Chi. 1st	****	****		****	****	O
1st mortgage, 8s	****	1144		****		St. L., Kan. City & N., 44	41	61	5	61	51	E
2d mortgage, 7 3-10s 97	****	****	97	****	96	Tol., P. & War. 1st E.D	25	26	27	271	27	8.50
1st M. (La Crosse div. 103 1st M. (I. and M. div.) 91	****	103	91	102)	103	1st mort., West. Div Tol., Wab. & Western	****	****	****	****		
lat M. (I. and D. div.)	****	****	****	****		Preferred	****	****	****	****	****	
let M. (H. & D. div.)	***	****	****	984		1st mortgage 94 x 2d mortgage	75	751	704 X	75	****	
Consolidated S. F 897 Chic. & Northwestern. 361	35	89§	89 86	89 87	89	7s, Consolidated	804	****	****		****	1
Preferred 631	624	624	624	63	631	St. Louis Division 801 Union Pacific 694	67 x	674	67	70 kx	674	L
Sinking Fund	****	****	****	****	****	Land Grant 7s	1044	1044	1051	104 1051	1031	N
Consolidated 7s 106} Consol. Gold bonds 92	92	1074	911	911	914	Sinking Fund 8s 04; United States Express, 47;	941	****	95	241		P
Ohie., Rock 1sl. & Pac. 1024			****	1011	1617	Wells-Fargo Express 84		****	83	48		P
78, 1896	1011	1017	101			Western Pacific bonds, 100 Western Union Tel 80x	781	78	761	781	781	F
6a, 8. F	1051	105	1041	****	103	7s, S. F. conv., 1900		1051	***			U
Ulev., Col., C. and Ind. 404	38	38	36	38 1691	38	Boston Stock	k Ex	char	nge.			
Olev. & Pittsburg guar. 83	****	824	82	821	****	Closing Prices for t	he we	ekendi	ing Sej	pt. 26.		1
7s, Consolidated108 4th mortgage	****	****	****	****	****	Aton., Top. and Dan. Fe		Sat.22	M.24.	Tu.25.	W.26.	
Clev., P. and Ash. 7s	****	****	****	***		1st mortgage 881 2d mortgage 53	531	****	88	884	****	-
Col., Chi., & Ind. Cent. 41	31	31	3	37	31	Land Grant 7s 80t Income 12s 101	80 5	****	524	53	81	1
1st mortgage 38 2d mortgage	38	38 12	****	36	36	Boston and Albany 124	1011	124	101	123	123	
Del. & Hudson Canal . 484 Reg. 7s, 1891	100	100	46	44	42# 99	7s, reg	****	***	****	****	****	19
Reg. 7s, 1884	****		991	****		Bostor and Lowell		****	****	70	****	1
Del. Lack. & Western. 52	501	511	49	49	474	Boston and Maine 941	95	****	941	95	941	L
2d mortgage 7s	****	****	****	4.	****	Boston and Providence Boston, Hart. & Erie 7s 121	121	12	126	125	125	1
Det., Mon. & Tol. 1st		105		106		Boston, Hart. & Erie 7s 121 Boston Water Power Burl. & Mo. R. L. G. 7s	****	2	2	****	24	ľ
Dt. of Columbia 3-65s Eric Railway 11	104	11	731	74	101	Burl. & Mo. R. in Neb	****	****		****	****	li
Preferred	****	****	****	****	****	8s, old	1064	1054	1051	105	105	1
2d mortgage	102	****	****	102	1024	Chi., Burl. and Quincy. 1014	101%	****	1017	1014	101	1
8d mortgage		****	****	****	****	5s, new	89	****	108	****	****	1
6th mortgage	x	****	****	****	****	Cin., Sand. and Clev Concord (\$50)	21	****	****	****	****	1
2d mortgage 72 Hannibal & St. Joseph 181	72	124	12	12	12)	Connecticut River 43	41		****		****	1
Preferred 31	814	29	27	27	27	Scrip		****	****	44	****	1
8s, Convertible	861	86		****	****	Fitchburg	104	1018	1041	508	****	h
Illinois Central 70 Kansas Pacific 1st mort	694	69	68%	70		Ind., Cin. & Lafayette Kan. C., Top. & West	****		****	****	***.	1
Lake Shore & Mich. So. 64]	63		62	63	63	1st mortgage 31	86	86	****	****	****	
Consol. 7s		****	****	108	108	Nashua and Lowell	60	60		184	581	
2d Consolidated Lake Shore Div. bonds		****	****	****		Northern, N. H Norwich & Worcester	****	****		70	***	li
Leh. & W.B. 7s, Con 341		34	****	****	32	Ogden. & Lake Champ	****		28	28	****	1
L'ville & Nash. 7s Cons	****	****	****	****		Old Colony 93	934			931	951	
Michigan Central 60: 78, 1902105	105	105	104	581		1 112 TYT-1 6 D-14 (450.	****	****		****	613	
8s 1882		114			****	Portl'd, Saco & Ports						
M. S. and N. I. 1st, S.F 2d mortgage102		****				78	80			****	****	- 11
Morris and Essex 77	76	110	75			Pullman Palace Car 79	****	78		****	****	1
1st mortgage2d mortgage	****	****			****	681021	108				****	
7s of 1871		* ***	100	****		Binking Fund 8s 921	****	93				
7s, Consolidated N.Y. Cent. & Hud. Riv 102	101	90	****	****	00	Vermontand Canada	****	****		19	****	1
7s, Sinking fund, 1876	1013	****	1000			Worcester and Nashua. 46	****	****				1
7s, Sinking fund, 1876 6s, Sinking fund, 1883 6s, Sinking fund, 1887				A DOMESTIC		Metropolitan(") 584	58			58	****	
1st mortgage				***	118	Middlesex (") Central Mining Co				****		
N. York and Barlem		142	142		141	Calumet and Hecla 176	91	175		173	173	
Preferred				100		Franklin	60.4	1			1	
let mortpage, reg			****	****	****		****		****	****		- 1

7	New	York	Stock	Exchai	nge.	18 /
Ņ	Closing .	Prices fo	or the w	eek ending	Sept.	26:

The inc	***	2 . 00	and week		1
Th.20).F.21.	Sat.22	M.24.7	u.25.	W.26.
FEDERAL STOCKS:-		-home			
U. S. 4s, 1907, rog	101	101}	****	V	1011
U. S. 448, 1891, reg 1651		105		1054	100a
U. S. 448, 1891, coup 1054	105	105	1051	****	1051
U. S. 5s, 10-40s, reg 1071	1074	1071	107	1074	
U. S. 5s, 10-40s, coup		1081			****
IT 8 60 1991 was	1071		1081	1084	
U.S. 58, 1881, reg		107	***	107	****
U.S. 5s, 1881, coup 1074	1074	****			1071
U. B. 6s, 1881, reg109	109	1691	1091	110	1091
U.S. 68, 1881, coup	1100	1101		31100	1104
U. S. 6s, 5-20s, r. n.1865 105			1051		1054
U. S. 6s, 5-20s, c. n 1865 105	165	1051	105	****	****
U. S. 6s, 5-20s, reg. 1867 107)	****	1074	1671	1071	1071
U.B. 6s, 5-20s, c. 18671071	1071	107			1018
U.B. 08, 0-208, C. 1007. 107	41 TALL 8		1071	107	
U. S. 6s, 5-20s, reg. 1868. 109	****		****	1094	****
U. S. 6s, 5-20s, c. 1868	****		1091	109	****
U. S. 6s, Pac.R.R. issue	****			****	121
	· ·	-	AUT 20		195390
London Stoc	K E	tcha:	nge.		
TANDON SANDON SANDON SANDON SANDON	211221	-0	losing	Pric	0.0
a promotion stand to					
			pt. 7.		t. 14.
Atlantic & Gt. W. 1st mort.	., \$1,00	0 22	7 24		- 27
Do. 2d mort., \$1,000		10	- 12		- 13
Do. 3d mort., \$1,000				64-	- 64 ·
Do. 1st mort, trust, certific			- 24	25	- 27
Central Pacific of California	1st mo	rt.105	-106	1051-	-1068
Detroit & Milwaukee 1st mo	rt.bon	da 30	- 40	80	- 40
Do. 2d	do	30	- 40	30 -	- 40
Erie shares, \$100			- 12		- 111
Do. Reconstruction Assess			- 17		- 17
Do. do.	\$4 1		- 154		- 15
Do. Preference Shares			- 23		- 22
Do. 7 Convertible Gold B			- 40		- 40
Do. Reconstruction Trust			- 40		- 40
Do. 1st Consol. Mort. Ste			- 80	78 -	- 80
Do. with Rec. T's Certs. of	6 Cou	75	- 77	75 -	- 77
Illinois Central \$100 shares.		68	- 70	- 68	- 70
Lehigh Valley Consol. mort			- 93		- 95
Marietta and Cincinnati Rai				THEFT	m lane
N. Y. Cent. & Hud. Riv. M				110	-117
Do. 1st mortgage					
					- 104
Pennsylvania, \$50 shares					- 291
Do. 1st mortgage					-108
Philadelphia and Reading					- 17
Pittabg, Ft W. & Chic. Eq	uip. bd	B. 96	- 98		- 98
Union Pacific Land Grant	ist mo	rt.103	-104	100	-101
The American Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country of the Country	200	100	Lagari	www.	th been

American Railroad Journal.

Saturday, September 29, 1877.

Financial and Commercial Affairs.

With the increasing requirements of the mercantile interest here and at the interior, growing out of the revival of activity in general business, Money has shown more animation, and has been quoted stronger in price, yet lenders have quite readily met the wants of responsible borrowers at the ruling figures, and the market has been wholly free from anything like embarrassing stringency. The additional failures and suspensions reported during the week made no serious impression on the course of the loan and discount market, operators having received the reports without any manifestation of surprise or apprehension, and regarding the specified financial troubles as resulting from the actual insolvency of years, and the inevitable enforcement of the liquidation process in one or another form. Call loans were quoted here at the close at 3@6, with several important time negotiations reported on the basia of 5 per cent; and very choice to prime mercantile credits are rated at 51/2071/2 per cent per annum for the best names. The City bank 613 exhibit of last week indicated an increase in the loan and discount average of \$181,400, and an increase in the item of circulation of \$19,000. The average of deposits was reduced \$1,858,800. The legal tender reserve fell off \$1,591,500; and the specie average \$638,300. The City bank net reserve of specie and legal tender notes now shows. an excess over the legal requirement of reserve to liabilities of \$10,048,075, as against \$11,813,800 the preceding week. The City bank exchanges in corrency reached \$405,032,278, or a daily average of \$67,505,879.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency, \$15,022,244; special deposit of legal tenders for the redemption of certificates of deposit, \$53,920,000; Coin, \$110,829,577, including of Coin certificates, \$39,838,100.

The C ntroller of the Currency is credited with the remark that the additional circulation of national bank notes issued during the present month will not be less than \$1,000,000, and the indications are that a much larger amount will be issued during the months of October and Nevember, for the purpose of supplying banks with currency necessary for the movement of the crops.

The outstanding amount of legal tender notes is \$357,976,164. The National bank circulation is now \$315,531,214 of currency notes and \$1,432,-120 of national gold bank notes. National Bank notes received at the Treasury Department last week for redemption were to the amount of \$3,-858,000.

The U. S. Sub-Treasury in this city closed the week ending on Wednesday with a currency balance of \$44,816,679, against \$45,380,815 the preceding Wednesday; and a coin hoard of \$98,-958,884, against \$90,731,886 on the return of a week earlier. The Customs revenue of the port during the past week was \$2,132,867.

Government securities have been in rather better demand on investment account, without any very remarkable alterations in values. At the close on Wednesday the current quotations were as follows:

United States currency sixes, 121@122; do. 6s. 1881, registered, 1091/2@1093/4; do. coupon, 110% 211034; do. 1865, new, registered, 1051/2 2 105%; do. coupon, 105 1/4 @105%; do. 1867, registered, 1071/4@107%; do. coupon, 1073/8@1071/2; do. 1868, registered, 1091/4@1093/4; do. coupon, 1091/01093/4; do. ten-forties registered, 107@ 10716; do. coupon, 108 21081/2; do. five per cents, 1881, registered, 107 1/2 @1071/4; do. coupon, 1071/4@1071/8; do. 41/2 per cents, 1891, registered, 10514@1051/2; do. coupon, 1051/4@1051/2; do. 4 per cents, 1907, reg., 101% @101%; Central Paeific Gold Bonds, 1051/2 9106.

The amount of U. S. bonds held by the Treas urer of the United States as security for the National Bank circulation is \$337,776,750, and \$15, 203,000 as security for public deposits.

Less activity has been noted in State Bonds, prices of which have fluctuated considerably, closing irregularly. A moderate business has been noted in the better class of Railway Mortgages which have been unsettled in price, on a more liberal offering of the several loans. And in the line of Railway and Miscellaneous share property the week's business has been on a restricted scale, with prices showing more or less of depression, under speculative manipulations, leaving off, however, more firmly for the favorites of the railway share list, especially of the Western interest, though quite heavily and irregular in the coal carrying connection.

The interest on \$65,000,000 four per cent funding bonds maturing on the 1st of October will be paid from the National Treasury on that date.

Gold has been devoid of notable animation, and

tame. The customs call has been moderate for the season. The extremes of the price during the week have been 103 2103%, closing at 1031%, as against 1031% on Wednesday of the preceding week. The specie outflow last week was only \$221,911, making the total exports of specie hence since January 1, \$22,653,357, against \$40,448,900 the same time in the preceding year. The imports of specie at this port last week were \$705,312, and since January 1st have been \$11,413,445, as against \$4,031,269 same time last year. The Customs demand for gold last week averaged \$355,

Foreign Exchange has been in generally moderate request, closing rather easier in price, influenced in part by the more favorable financial advices from London. Bankers' sixty day bills on London closed on Wednesday at \$4 82@\$4 821/2; sight bills on London at \$4 86 1/4 @\$4 86 3/4 to the £ sterling. The week's imports of Dry Goods and general merchandise were to the specie value of \$6,400,123 as against \$6,365,551 the corres ponding week of 1876. The week's import entries of Foreign Merchandise at New York included \$1,788,917 of Dry Goods, and \$4,611,216 of General Merchandise. The week's export of Domestic Produce and Miscellaneous Goods from this port were to the very liberal aggregate of \$7,427, 911, against \$5,550,475 same week in 1876.

The income of the Government from internal revenues last week was about 27 millions, and and from Customs last week about 23/4 milliors.

An active movement has been reported in most kinds of domestic produce during the week, especially in Breadstuffs, Cotton, Provisions and Petroleum, with prices, however, showing irreguweak, and Cotton and Petroleum buoyantly. The export dealings in Cotton have been fair, partly for Russian Baltic ports. Foreign merchandise has been in generally good demand at comparatively steady rates. Sugars receded slightly. Molasses advanced.

A fair inquiry has been noted for a few specialties in the Metal line, but the general market has been comparatively quiet. Eglinton Pig Iron queted at \$24@\$24 50; Glengarnock \$25@\$25 50; Coltness \$26@\$27; No. 1 American Pig at \$18@ \$18 50; No. 2 do. at \$17@\$17 50. Forge \$16@ \$17; American Rails at works \$35@\$38. Old Rails \$18@\$19. Wrought Scrap \$22 3\$24. Steel Rails, on the basis of \$45 2848 at the mills. Ingot Copper in fair request on the basis of 18@181/4 for large lots, and, at the close, at 181/2 for smaller amounts, for early delivery.

More animation has been reported in Hardware, Boots and Shoes and Dry Goods which have been generally quoted firm.

Ocean freights have shown rather less firmness, in the line of berth rates, on a freer offering of accommodation, with a fair demand noted for room at the modified figures. In the chartering line, business has been less active, checked by the scarcity of tonnage, and full rates asked by shipowners. Liverpool steamer rates at the close for Grain, quoted at 81d. Provisions, 35s.@50s.; Tallow, 32s.@35.; Leather, 50s. Measurement Goods at 20s.@26s. per ton; Cotton, td. per lb., Tobac measureably free from serious disturbance lu co 85s.@40s. Liverpool, by sail. Cotton, id.;

Goods 15s. 220s.; Tobacco 20s. 8d.@32s. 6d; Grain rates on charter hence for Cork and orders left off at 7s. 6d.@8s.; for the Continent at 7s. 6d.@8s.; and from Baltimore for Cork and orders, 7s. 3d.@7s. 6d. and from Philadelphia at 7s. 3d. @7s. 6d. per quarter. Refined Petroleum hence for Cork and orders, 5s. 3d.@5s. 7id.; for the Continent, 4s. 6d.@5s. 3d. per bbl.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :-

Now York.-New York Elevated R. R. 1st mort., 681/4; Canada Southern 1st mort., coupon on, 59; Chesapeake and Ohio R. R. 1st mort. coupon on, 23; Buffalo, New York and Erie Renewal bonds, 1916, 107; Toledo, Canada Southern and Detroit 1st mort., 40; Galena and Chicago 1st mort. 105; Winona and St. Peter 1st mort., 811/2; Nashville, Chattanooga and St. Louis 1st mort., 821/2; Quincy and Toledo 1st mort., 71; Nashville and Decatur 1st mort., 92; Wabash Pur. Com. Receipts, 121/2; Missouri, Kansas and Texas R. R., 614; do. consol. S. F. 7s, assented, 571/2; Dubuque and Sioux City R. R., 52; Kansas Pacific R. R., 23/4; Rensselaer and Saratoga R. R., 100; Ontario Silver Mining, 221/8; Louisiana 7s, consol., 811/2; Tennessee 6s, old, 421/2; do. new, 421/2; do. new series, 411/2; Arkansas 7s, R. R. 65/4; Missouri 6s, 1878, 1011/4; do. 6s, long bonds, 1061/4; Virginia 6s, ex mat. coupon, 62; W. Va. def. certif., 6; Michigan 6s, 1878, 1011/2. The latest quotations are: Adams Exp., 95@961/6; American Exp., 521/253; Atlantic and Pacific Telegraph, 20221; Central Railroad of New Jersey, 17@171/4; Chicago, Burlington and Quincy, 1013/4@-; Chicago and Alton, 85@-; do. pref., larity; Breadstuffs and Provisions leaving off 102@-; Chicago and Northwestern, 375%@3734; do. pref., 631/8@633/8; Chicago, Milwaukee and St. Paul, 863/8@361/2; do. pref., 721/4@721/2; Chicago, Rock Island and Pacific, 101% @101%; Cleveland, Celumbus, Cincinnati and Indianapolis, 38@-; Cleveland and Pittsburg, 821/20831/4; Columbus, Chicago and Indiana Central, 3%@378; Delaware and Hudson Canal, 43@431/2; Delaware, Lackawanna and Western, 471/2@475/8; Erie, 1038@1038; do. pref., 21@-; Hannibal and St. Joseph 12@12%; do. pref., 263/@27; Illiquis Central, 701/4@71; Lake Shore and Michigan Southern, 63 % 26334; Michigan Central, 58%@ 5834; Morris and Essex, 7407414; N. Y. Central and Hudson River, 100%@101; New York and Harlem, 141@1421/2; Ohio and Miss., 7@71/8; Pacific Mail, 221/4@223/8; Panama, 112@112; Pittsburg, Ft. Wayne and Chicago, 911/2092; Quicksilver, 201/021; do. pref., 351/036; St. Louis, Iron Mountain, and Southern, 634@-; St. Louis, Kansas City, and Northern 51/4@- ; do. pref., 27@-; Union Pacific 67@673/8; U. S. Express, 47@48; Wells-Fargo Express,83@84; Western Union Telegraph, 781/2 @785/8; Wabash, 121/2 @

Philadelphia .- Allegheny Valley R. R. 7s, 88; Hestonville R. R. 6s, 90; Philadelphia and Reading R. R. scrip, 70; Am. S. S. Co. 6s. 76; Huntingdon and Broad Top Mt. consol, 7s, 38; Stony Creek R R. 7s, 103; Belvidere Delaware 3d mort, 100; Philadelphia, Germantown and Norristown R. R., 100; West Philadelphia R. R. (Saturday) 150; Northern Pacific R. R. pref., 12; Central price. The speculative movement has been very Grain, 8id. Oil Cake 17s. 6d. 20s.; Measurement Transp., 30; Cincinnati 7.30s, 1041/2. The latest

tax, 113@1181/2; Pennsylvania State 6s. 2d series, 1021/201021/2; do. 3d series, 111@1121/2; do. 5s, new loan, 108@1081/4; Philadelphia and Reading, 16%@17; do. Gen'l mort. 7s, coup., 1011/2 @-; do. reg., 1013/4@-; do. mort. 6s, 1880, 1031/2-; do. 7s, new conv. 57@-; do. 7s, 1893, 1081/0-; United New Jersey R. R. and Canal Co., 1273/4@1281/2; Camden and Amboy mort. 6s, 1889, 111@112; Penusylvania R. R., 291/4@293/8; do. 1st mort., 104%@1051/2; do. gen'l mort. coupon, 1063/4@1071/4; do. reg., 109@109; do. consol. mort. 6s, reg., 903/4@911/4; Little Schuylkill R. R., 382-; Morris Canal, -250; do. pref., -@132; Susq. Canal, 5@6; do. 6s, 30@--; Schuylkill Nav., 3@-; do. pref., 7@81/2; do. 6s, 1882, 601/4@-; do, 1872, 89@91; Elmira and Williamsport pref., 423/@46; do. 7s, 100@104; do. 5s, 62@ -; Lehigh Coal and Navigation, 1934 2197/8; do. 6s, 1884, 1029-; do. R. R. loan 104@105; do. Gold Loan, 881/4@881/4; North Pennsylvania, 39@ 39½; do. 6s, 107@107; do. 7s, 111¾@112¼; do. Gen'l mort. 7s, reg., 106 1/2 @107 1/2; Philadelphia and Erie, 91/20101/2; do. 6s, 104@-; do. 7s, 96@97; Minebill, 46@-; Catawissa 6@8; do. pref., 33@-; do. new pref., 2914@30; do. 7s, 1900, 1001/2@102; Lehigh Valley, 403/4@411/4; do. 6s, new coupon, 1081/2@1091/2; do. reg., 1081/2 @110; do. 7s, reg., 1101/4@1111/2; do. consol. mort., 95@-; Fifth and Sixth streets (horse), 632-; Second and Third, 672-; Thirteenth and Fifteenth, 35@-; Spruce and Pine, 25@ 27; Green and Coates, 35@40; Chestaut and Walnut, 521/2-; Hestonville, 117/2-; Germantown, 45@50; Union, 70@80; Lombard and South, 11@- : Ridge Avenue 46@ -.

Baltimore. - South Side (Va.) R. R. 3d mort. 55; Wilmington, Columbia and Augusta 7s, 30; Canton 6s, gold, 89; Union R. R. 6s, end., 103; Baltimore and Ohio R. R. 1st pref., 103; do. 2d pref., 991/2; Baltimore City new 5s, 1021/4; do. 6s, 1884, 111; do. 1890, 1117; do. 1900, 1121/2; do. 1902, new, 1121/2; Maryland Defense 6s, 111; Virginia Peelers, 41. The latest quotations are: Cincinnati and Baltimore, 7s, -@100; Wilmington and Weldon 7s, 101@-; Wilmington, Columbia and Augusta 7s, 30@33; Richmond and Danville 1st mort., 73@76; Pittsburg and Connellsville 7s, 1898, 101@1011/2; Baltimore and Ohio, 1101/4@ 11016; do. 1st pref., 1023/@105; do. 2d pref., 99@100; do. 6s, 1880, 1021/20105; do. 1885, 107 a-; Northern Central, 153/20161/4; do. 6s, 1885, 105@1051/2; do. 6s, 1900, 1023/4@--; do. 6s, 1900, gold, 953/697; Marietta and Cincinnati 1st mor. 7s, 1892, 95@97; do. 2d mort. 7s, 50@511/2; do. 8d mort. 8s, 203/4@211/4; Central Ohio, 25@31; do. pref. 85@44; do. 1st mort., 101@1011/2; Western Maryland 1st mort. 6s, 1890, 90@-; do. 1st mort. guar., 108@-; do. 2d mort. guar., 108@ -; do. 8d mort. guar., 108@112; do. 2d mort. pref., 633/@70; do. 2d mort., guar. by Washington Co., 101@-; Virginia and Tennessee 2d mort. 6s, 843/4@851/4; do. 3d mort. 8s, 851/4@90; Orange and Alexandria 1st mort. 6s, 81@90; do. 2d mort. 6s, 69@75; do. 3d mort. 8s, 45@55; do. 4th mort, 2018@40; Orange, Alex, and Manas as 7s, 70@73; Baltimore 6s, 1884, -@112; do. 1886, 112@-; do. 1886, new, 110@111; do. 1890, 1113/@112; do. 1900, 111@113; do. 1900, new, 1121/2-; do, 1902, 113@-; do, 1902, new, burg and Lake Eric Railroad. The contract for

quotations are: City 6s, 1061/2 ; do. free of 1111/20113; do. 6s, exempt, 115@-; do. 1893, the road has not yet been let, and will not be until 1121/2-; do. 1893, new, 1111/2-; do. 5s, 100 @101; do. 5s, new, 1021/201021/4; Maryland De fense 6s, 1883, 111@112; do. 6s, 1890, -@112; do. 6s, exempt, -21147; do. 5s, 982-; Virginia consol. 6s, 62@621/4; do. 2d series, 42@44; Virginia Consol. coupons, 831/4@84; West Virginia def. certif., 51/2@6; Baltimore City Passenger R. R., 339-; Baltimore and Catonsville R. R., 12 @- ; George's Creek Coal, 95@- ; Maryland Coal -@11; Atlantic Coal, 1.85@1.50; Canton Co., 20 @26; do. gold 6s, 86@88; Santa Clara, 7@13; do. bonds, 25@-.

> Boston,-Connecticut and Passumpsic Rivers R. R. 52; do. 7s, 1893, 1041/4; do. 1881, 1005/8; Rut land pref., 8; do. 8s, 1902, 72; Cedar Rapids and Missouri River R. R., Iowa R. R. Land Co., 651/4; Berkshire R. R., 81; Portsmouth, Gt. Falls and Conway 7s, 48; Metropolitan R. R. 7s, 108; Lowell and Andover R. R. 6s, 1894, 1013/4; Nashua and Rochester 6s, guar., 94; Boston and Maine 7s, 1894, 110; Boston and Lowell 7s, 1892, 1081/4; Old Colony 7s, 1894, 1101/4; Jackson, Lansing and Saginaw 8s, 1891, 60; Cheshire R. R., 6s, 1880, 981/4; Cape Cod 7s, 1881, 105; Boston Land, 25%; Cedar Rapids and Missouri River R. R. 7s. 1916, 1001/4; Middlesex R. R. 8s, 1885, 111; Massachusetts 5s, 1890@1894, gold, 111; Maine 6s, 1889, 1121/6; St. Louis City 6s, 1891, 1071/2; do. 1887, 10434; do. 1880, 10214; Cleveland 6s. 1897, 107; St. Louis County 7s, 1885, 108; Boston 58, 1906, gold, 1111/8; do. 68, 1894, 105; Chicago 7s, 1892, 1091/4; do. 1881, 1041/4; San Francisco 7s, 1896, gold, 1011/2; Toledo 8s, 1880, 1031/2; do. 1889, 108; Duncan Silver Mining Co., 2; International, 26c.

FISK & HATCH,

Bankers,

No. 5 NASSAU ST., NEW YORK.

U. S. GOVERNMENT BONDS bought and sold in amounts to suit investors: also, Gold, Silver and foreign coins: Deposits received in Currency or Gold, and interest allowed on Balances : Special attention paid to Investment Orders for Miscellaneous Stocks and

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY, NEW YORK, Sept. 27, 1877.

NOTICE IS HEREBY GIVEN THAT A DIVI-N DEND of Three Dollars and Fifty Cents per share, out of the net earnings of the year 1876, has been declared on the Preferred stock of the Chicago, Milwaukee and St. Paul Railway Company, payable at the office of the company, No. 68 William-st., on the 16th day of October next, and that the transfer-books will be closed on the 1st day of October and reopened on the 17th day of October next

JULIUS WADSWORTH, Vice-President.

THE COUPONS OF THE FIRST MORTGAGE
Bonds of the Central Pacific Railroad Co. (San
Joaquin Valley Branch), and of the Land Bonds, due
October 1, 1877, will be paid at the office of FISK &
HATCH, No. 5 Nassau street.

C. P. HUNTINGTON, Vice-Pres't.

THE COUPONS OF THE FIRST MORTGAGE Bonds of the Southern Pacific Railroad Co. (of California), due October 1, 1877, will be paid at the office of the Company, Nos. 9 Nassau and 11 Pine Streets, New York.

C. P. HUNTINGTON.

There have been \$1,100,000 subscribed, and \$400,000 more is needed, to complete the Pitts-

all the stock is subscribed.

Progress of Railroad Construction.

The New Castle (Penn.) Ore Company has broken ground for a narrow gauge Railroad from that city to the great ore beds in the southeastern portion of Lawrence county. The road will be about eight miles long, and the intention is to finish it, if possible, the present year. The building of this road will insure the starting up of the idle furnaces, which will be a great advantage to the city and county, besides developing a vast quanity of mineral wealth.

A meeting was held at Kammerer, Washington Co., Penn., on the 18th inst., to consider the question of constructing a branch from the Pittsburgh, Castle Shannon and Washington Railroad, up the Monongabela Valley, via Kammerer, Beallsville to Millersboro', or some other point on the upper Monongahela.

Work is in active progress on the extension of the New Brunswick Railway, from Andover, N. B., to Grand Falls, on the St. John River, and this section is to be completed this season. A further extension from Grand Falls to Little Falls has been put under contract, to be finished next year.

Articles of association for the extension of the Utica and Black River Railroad, from Morristown to Ogdensburg, N. Y., have been filed with the Secretary of State at Albany. Work on the extension will be commenced immediately.

The Washington and Waynesburg (Penn,) Narrow Gauge Railroad has crossed the line of Washington and Green counties. The road will be completed between the middle of October and the first of November.

The survey of the Whitehaven Railway in Cape Breton, is to be proceeded with in October, and the work begun in 1878.

Work upon the Burlington, Monmouth and Illinois River Railroad will shortly be resumed.

The Albany Board of Trade bave resolved in favor of the Boston project of a new railroad from the Hoosac tunnel to Schenectady, via Albany.

At a meeting of the directors of the St. Croix and Penobscot Railroad Co., at Calais, Me., on the 19th inst. it was voted to survey the route of the proposed extension of the road to Passaqumkeag, beginning operations on the 25th.

A Brattleboro', Vt., correspondent says that the Brattleboro' and Whitehall Railroad project looms into prominence again and there is prospect of an active winter campaign in its behalf. If business revives generally, as it promises to, the road ought to go through with little delay. Manchester and Dorset are now moving energetically in the matter of town aid, and those who are in position to know say that if Whitehall and Granville do their duty every town on the line will follow suit,

A preliminary survey has been made of the route for a narrow gauge railroad to be constructed between Napa City, Cal., and Monticello, showing that the distance would be about thirty-five miles, and the deepest cut on the road twenty feet. The estimated cost is \$250,000.

The North Shore Railway, intended to connect Montreal and Quebec, via the North Shore of the St. Lawrence, is nearly completed from Quebec to a point about opposite Serrel, 1982 add to senale

been, it provided that

Decisions of the Court of Appeals Elevated Railroad Cases.

The following decisions were rendered by the New York Court of Appeals at Albany on the 18th

The Gilbert Elevated Railroad Company, respondent, vs. Catherine M. Kobbe, appellant; the Gilbert Elevated Railroad Company vs. Anderson et al.-Church, Chief Justice.-These appeals are from orders appointing Commissioners to appraise damages in proceedings to condemn lands for the purpose of the respondent's road. The proposed route lies through South Fifth Avenue, in the City The fee of the street opposite their premises is in the appellants' and not in the city. Several points are presented, and have been exhaustively argued with great ability and ingenuity, and some of them are not free from difficulty.

After as full an examination as I have been able to make, I have arrived at a conclusion upon the respective points made, which I shall proceed to state, with the reasons therefor, briefly, without attempting to elaborate the arguments in their support. Among the most material of these points is the proposition that the 36th section of the Rapid Transit act, so called, chapter 606 of the Laws of 1875, the first clause of which, it is alleged, was intended for the benefit of the respondent's corporation, is a violation of some of the provisions of the last series of amendments to the State Constitution, which took effect on the 1st day of January, 1875, before the passage of the

act. These provisions are as follows:
The Legislature shall not pass a private or local bill in any of the following cases: Granting to any corporation, association, or individual, the right to lay down railroad tracks; granting to any corporation, association, or individual, any exclusive privilege, immunity, or franchise whatever. The Legislature is required to pass general laws in these cases, and prohibited from passing any law authorizing the construction or operation of a street railroad without the consent of one half in in value of the property owners or the certificate of the Commissioners appointed by the Supreme

Court.

It is important to understand the status of the Gilbert Company at the time of the passage of the Rapid Transit act, as it has a bearing upon the proper construction to be given to the act in its application to this company. Prior to the passage of this act, and before the amendments of 1875 took effect, under the successive acts of 1872, 1873, and 1874, the Gilbert Company became in corporated for the purpose of the construction and the operating of an elevated steam railroad. Two sets of Commissioners bad, in pursuance of said acts, designated the routes over which the road was to be constructed, and the corporation was authorized in the fullest manner to occupy the streets and avenues designated for that pur-Authority was also conferred to condemn lands under the power of eminent domain. The City authorities were prohibited from giving permission to any other person or corporation to do any of the acts which were authorized by the act to be done by this corporation, and were expressly enjoined to aid the corporation in carrying out the purposes of the laws. Thus it will be seen that at the time of the passage of the Rapid Transit act in 1875 the corporation was the grantee of the right to lay down tracks upon the elevated plan described in the charter, and had all the in cidental powers necessary for that purpose. The charter had not been forfeited, nor had there been a failure to comply with the conditions imposed in respect to the time of building the road.

The Rapid Transit act authorized a comprehensive and independent system of rapid transit by elevated railroads through the City. It authorized the appointment of Commissioners by the Mayor to determine the necessity for such railways, to locate routes, fix upon the plan of construction, organize and put in operation a corporation with powers defined by the act, and then by the first clause of the 86th section, which is in controversy here, it provided that "whenever the route or

routes determined upon by said Commissioners coincide with the route or routes covered by the charter of an existing corporation formed for the purpose provided by this act, provided that said corporation has not forfeited its charter or failed to comply with the provisions thereof requiring the construction of a road or roads within the time prescribed by its charter, such corporation shall have the like power to construct and operate such railway or railways upon fulfillment of the requirements and conditions imposed by said Commissioners as a corporation specially formed under this act. The Commissioners appointed for that purpose adopted the routes of the Gilbert Elevated Company, but required some changes in the form of the structure in a portion of the streets, from an arch covering the streets, supported by posts located at the curbs, as provided in the charter, to a structure supported by upright posts in the centre of the streets; and required a reduction of fare and the running of extra trains at half fare for the benefit of the laboring population, all of which has been assented to by the company." A point was also made that the commissioners made more radical changes of the structure from a tubular railway, to be operated in whole or in part by pneumatic power, to an open steam railway; but in the case of the Sixth Avenue Railroud Company against the Gilbert Company, the evidence and findings in which are incorporated into the papers, it is found that the charter contemplated an open railway to be operated by steam power, and such is, I think, the proper inference from the act itself and the facts proved, so that this point, whether important or not, may be regarded as out of the case. It is pertinent, also, to refer to the rule of constructions to be applied. Every presumption is in favor of the constitutionality of acts of the Legislature. An adverse doubtful construction is not sufficient to condemn an act; it is only in cases of a clear and substantial departure from the provisions of the fundamental law that courts will declare acts of the Legislature invalid. (55, N. Y.; 54, 50, N. Y.; 553, 14, Mass.; 340, 17, N. Y.; 235, 23, Wend.; There is a distinction in this respect between the State and Federal constitutions. former grants to the State and Assembly all legislative power not prohibited by the latter or excepted by the instrument itself. The latter grants to Congress specific powers only; hence the ex-ercise of a legislative power by the State Legislature will be presumed constitutional under the general grant of power, and will be sustained unless brought clearly within some of the exceptions, while a similar exercise of power by Congress can only be justified by an affirmative grant embracing the specific power exercised. Assuming that " the corporation having coinci-

dent route or routes" specified in the thirty-sixth section of the Rapid Transit act was descriptive of and was intended to apply only to the Gilbert Company, the first question is, in view of the facts and rule of construction referred to, whether the Legislature did by that act grant to the Gilbert Company the right to lay down railroad tracks, within the meaning of this clause. The right existed prior to the passage of the act, and that right the Legislature intended to protect. The act recognized in terms that the corporation was formed for the purpose provided by the act, which purpose was to build and operate an elevated steam railway in and through the streets of the city. The Legislature granted that right to the new corporation authorized to be created, but the company already possessing that right, whose route or routed were satisfactory to the Commissioners, was intended to be recognized and its powers confirmed. The changes required were restricted in characer. By the charter the whole street was to be covered by the structure. By the conditions imposed only a portion of some streets could be occapied. The reduction of fares and the requirement for extra trains at half fare were clearly restrictions of existing rights. I cannot accede to the proposition that any change in the structure and in the manner of occupying the streets, however restrictive upon the company or beneficial to Elevated Railroad Company, John E. Parsons

the public in the use of the streets, constitutes a fresh grant of the right to lay down railroad tracks. It is a misnomer to call such restrictions grants of any right whatever. In my judgment, an act restricting and regulating an existing right to lay down railroad tracks is not a grant of right within the meaning of this clause. It is not within the letter of the clause, nor within the evils

at which the provision was aimed.

The next question is, whether the Rapid Transact, "especially the thirty-sixth section," vioit act, lates the other provision quoted probibiting the Legislature, by a private or local bill, from "granting to any corporation, association, or individual, any exclusive privilege, immunity, or franchise whatever." It is not easy to understand precisely what was intended by this cause. It is difficult to construe this clause as meaning anything less than an absolute monopoly, but it is not deemed necessary to define its precise significance. It is sufficient to say that it has not been made clear that the clause was violated by the Rapid Transit act. No exclusive right-or franchise was granted to the respondent corporation upon any construction of the clause. Every substantial right existed before the passage of the act. The logislature evidently felt embarrassed by these provisions, and attempted to avoid all question in respect to them by passing a general act. The act is general in form at least, and probably as much so as the objects sought to be accomplished would permit. The objection that the consent of a majority of the owners of the certificate of the Supreme Court Commissioners must be obtained has no application to this corporation, or does the Rapid Transit act acquire such consents or certificates. Objection was made that the act of the Commissioners in designating the routes is void because the route designated crossed Broadway below Fifty-ninth street, which is forbidden by the Rapid Transit act, and on this point the court says: "I do not think that such exclusion would invalidate all the routes designated. The Commissioners are authorized to designate the route or routes for such railways, and it is not necessary that all the routes should coincide. The authority is co-extensive with the coincidence of the route. We think that this objection is not fatal to the rights of the respondents to an order to appraise appellant's damages to property in South Fifth avenue. The objection that the Rapid Transit act improperly delegates legislative power to the Commissioners is not tenable. The Legislature had the power to determine all the questions delegated to the local authorities, but there was no rule which forbids the Legislature referring such questions to a subordinate tribunal. The question of damages is not involved in these cases. To determine what particular occupation of the streets is to be deemed a legitimate public use involves important and delicate questions. Whether the structure contemplated to be built and operated will be an invasion of the property of the building owners in any of the streets, entitling them to some remedy for damages, or whether it will be regarded as a legisimate use of the streets for the benefit of the public, the inconvenience and an-noyance of which private abutting ownership is subject to, cannot with propriety be adjudicated upon these appeals. The criticisms upon the terms of the order are not tenable. The order is to be construed in connection with the Constitution and statutes, and the appellants will be at liberty to claim any damages to which they are constitutionally and lawfully entitled. The order must be affirmed. All concur.

FOLGER, Justice.

The judgment in the case of the New York Eleveated Railroad Company having adjudicated the constitutionality of the act of 1875 in all its parts, I yield to that judgment as the law of the land. and therefore concur in this.

Rappallo and Andrews, Justices concur on authority of the same case.

THE NEW YORK BLEVATED BAILROAD,

In the matter of the petition of the New York

Emott and A. J. Vanderpoel for respondents, Earl,

In the case of the New York Elevated Company the opinion of the court reviews the constitutional objections raised in the previous case, and also the objection based on taking private property without compensation, and concludes: "It is thus entirely clear that this company has all the authority conferred in the General Railroad act to take and acquire real estrte for the purpose of its road by the special proceedings provided; and section 36 of the Rapid Transit act provides that the Elevated Railroad Company may construct the conpecting routes with all the rights and like effect as though the same had been a part of the original route of such railway. Hence it seems to me that there is no room for doubt that ample provision is made for compensation for any property rights abutting owners may have in the streets, I conclude, therefore, that there are no constitutional objections which call for the reversal of the order appealed from."

After reviewing other objections, principally technical, the opinion says: "I have thus given careful consideration to all the objections to which our attention was called upon the argument of this case, and conclude that there are no constitutional objections to the Repid Transit act, and no valid objections to the proceedings under the act, and that the order appealed from must be af-

firmed."

Church, Chief Judge, concurs.

Allen J., concurs. (See memorandum by Allen

Folger, J. dissents.

Andrews and Rapallo, J. J., dissent on the ground that no provision is made for compensation of abutting owners.

Order affirmed.

Queries and Replies.

Inquiries to be answered must be appropriate to the columns of the JOURNAL.

L. and A.-How long should a good stout steel driving tire last? Ans. It should run about 30, 000 miles before becoming worn sufficiently to require turning down.

L. M. CUMMINGS .- We have a great deal of iron work to paint from time to time. Can you recommend any particular paint for preserving iron exposed to the weather? Ans. Pulverized oxides of iron, such as yellow and red iron ochres; or brown hematite iron ores finely ground; and sim ply mixed with linseed oil, and a dryer.

MOULDER.—Can you give me some information respecting Bronze and Bronzing? Ans. We refer you to Knights Mechanical Dictionary Vol. 1 Page 387. There are books that treat fully on this subject, although we cannot name them.

McDonald.-What is the average speed of passenger and freight trains in England? Ans. Ordinary Passenger trains 30 to 35 miles per hour, express 40 to 50 miles per hour, freight 15 miles per hour. Higher speeds are common there, but are not maintained for any great length of time.

S. LATIMER .- What is the difference if any, between heat and caloric ? Ans. The word heat implies the sensation experienced on touching a body hotter, or of a higher temperature; whilst the term caloric provides for the expression of every conceivable existence of temperature.

The heating surface of tubes is ascertained by exigencies of travel, and it is believed that the dis-teking the circumference of a tube multiplied by tance from Fulton Ferry to the Prospect Park and ROSE, P. O. Box, 5546, New York City.

crown sheet is the most effective heating surface in boilers of the locomotive pattern. All the surface of tubes is not considered as effective, only two-thirds of the superficial area of the tubes is considered as effective heating surface.

F. H.-What is the shrinkage of iron in cooling? Ans. We suppose you mean cast iron, which shrinks from one eighty-fifth to one ninety-fifth of its length. Shrink rules are made for pattern makers. A common allowance is inch per foot for shrinkage. 1 inch for two feet, etc.

BOOKS AND MAGAZINES.

Hand-Book of Modern Steam Fire Engines, including the running, care, and management of steam fire-engines and fire-pumps. With Illustrations, By Stephen Roper, Engineer, Author of "Roper's Catechism of High Pressure or of "Roper's Cateculain of Linear Tron Condensing Steam Engines," "Roper's Hand-Book of the Locomotive," "Roper's Advance Engines," etc. Hand-Book of Land and Marine Engines, Philadelphia: Claxton, Remsen & Haffelfinger, 624, 626 and 628 Market Street. 1876. Price **\$**2 50.

This work is original in design and intended chiefly for the use of manufacturers of steam fireengines and those belonging to city fire departments. Like other works by the same author it contains much valuable information. The principles of hydraulics and hydraulic machines, and also the properties of fire, air, water, heat and steam are discussed in a manner that can be easily comprehended by those having charge of steam fire-engines. The steam fire-engines constructed by different makers are represented and described, besides, rules, calculations data, and details in modern practice, etc.

Brooklyn Central Elevated Railroad.

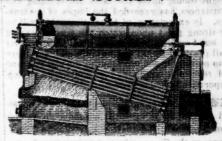
A map was filed in the office of the Registrar of Kings county on the 22d inst, of the Brooklyn Central Elevated Railroad Company as approved by a majority of the directors, viz: Robert Wilson, William Kowalski, John M. Kehoe, Thomas C. Melghan, W. Wiltshire Riley, D. W. Ketcham and Richard H. L. Tighe.

The object of the incorporators is to construct, under the General Railroad law, an elevated railroad through the city of Brooklyn. It is to start at Fulton ferry; run, with as light ascent, along the upper side of Furman street past Wall street ferry, at the same elevation as the bridge, to South ferry at Atlantic avenue; thence along Columbia street to West Baltic ; along West Baltic ; across Court to Baltiz as far as Third avenue; along Third avenue to Douglass street; across Fifth avenue to St. John's place; thence to Eighth avenue, and along the centre of that avenue to the depot of the Prospect Park and Coney Island Railroad Company, at Ninth avenue and Twentieth street, passing through the centre of the block between Nineteenth and Twentieth streets, and reaching the depet on a level with pinth avenue. It is also in contemplation to have a branch at Fourth avenue to Fort Hamilton. The railroad LOCOMOTIVE ENGINEER.-How can I find the is to be constructed on a single safety elevated heating surface of my locomotive boiler? Ans rail. The height of the track above the street Find the area in inches of the 4 sides and crown is to vary from twelve to nineteen feet, and a sheet of the fire box and deduct the area of the steam motor is to be used. There will be a staends of the tubes and fire door ring included, tion every two or three blocks, according to the The heating surface of tubes is ascertained by exigencies of travel, and it is believed that the dis-

and George F. Comstock for appellants. James its length then by the number of tubes. The Coney Island Depot will be made in twenty-five minutes, stoppages included.

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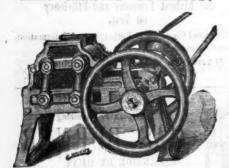
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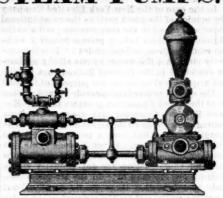
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The Coal Trade.

For the week ending the 15th instant, the total tongage, as reported by the several carrying com-panies, amounted to 333,634 tons, against 452,637 tons in corresponding week last year, a decrease of 119,003 tons. The total amount of anthracite mined for the coal year is 18,604,447 tons, against 11,558,050 for same period last year, an increase of 2,046,397 tons. The quantity of bituminous coal sent to market for the week amounted to 89,772 tons, against 75,884 tons in corresponding week last year, a decrease of 89.162 tons, The total amount of anthracite mined for the year is 2,179, 792 tons, against 2,452,850 tons for corresponding period last year, a decrease of 272,558 tons. The total tonnage of all kinds of coal for the week is 372,806 tone, against 528,521 tons in corresponding week last year, a decrease of 155,715 tons. The total tonnage of all kinds of coal for the coal year in 15,784,239 tons, against 14,010,400 to same date last year, an increase of 1,773 839 tons. The receipts at Perth Amboy for the week ending on the 15th instant were 33,454 tons, the shipments 32,792 tons, leaving a stock on hand of 59,949 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the first week of September was 104.976 tons, of which 89.973 tons were coal, and 14,823 tons coke. The total carried for the year is 3,156,308 tons, of which 2,-524,445 tons were coal and 579,988 tons coke. These figures embrace all the coal carried over the road, cast and west .- Phila. Ledger, Sept. 24.

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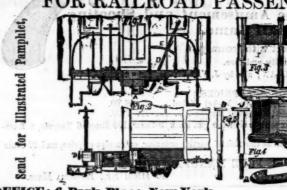
Make a note of the time when you first think of an invention, date and keep all writings, sketches, drawings and models of it. It will be well to have persons sign the former as witnesses, and this may be done without exhibiting the contents. To establish title to your invention, even after obtaining a patent, you may have to prove that you made it before any one else, and never gave it up.

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to 59th st, including branches to the ferries, western
terminus of the East River Bridge and to the Grand terminus of the East River Bridge and to the Grand Central Depot, east side, comprising altogether about three miles of single and six miles of double track. Terms each. The right is reserved by the company to allot the work to such contractors only, and to any one contractor only so much as it may deem to be for its interest. Form of proposals, division of material and wark, specifications, time of completion and any other information required, can be obtained at this office.

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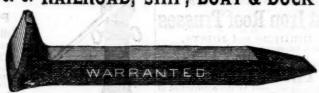


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